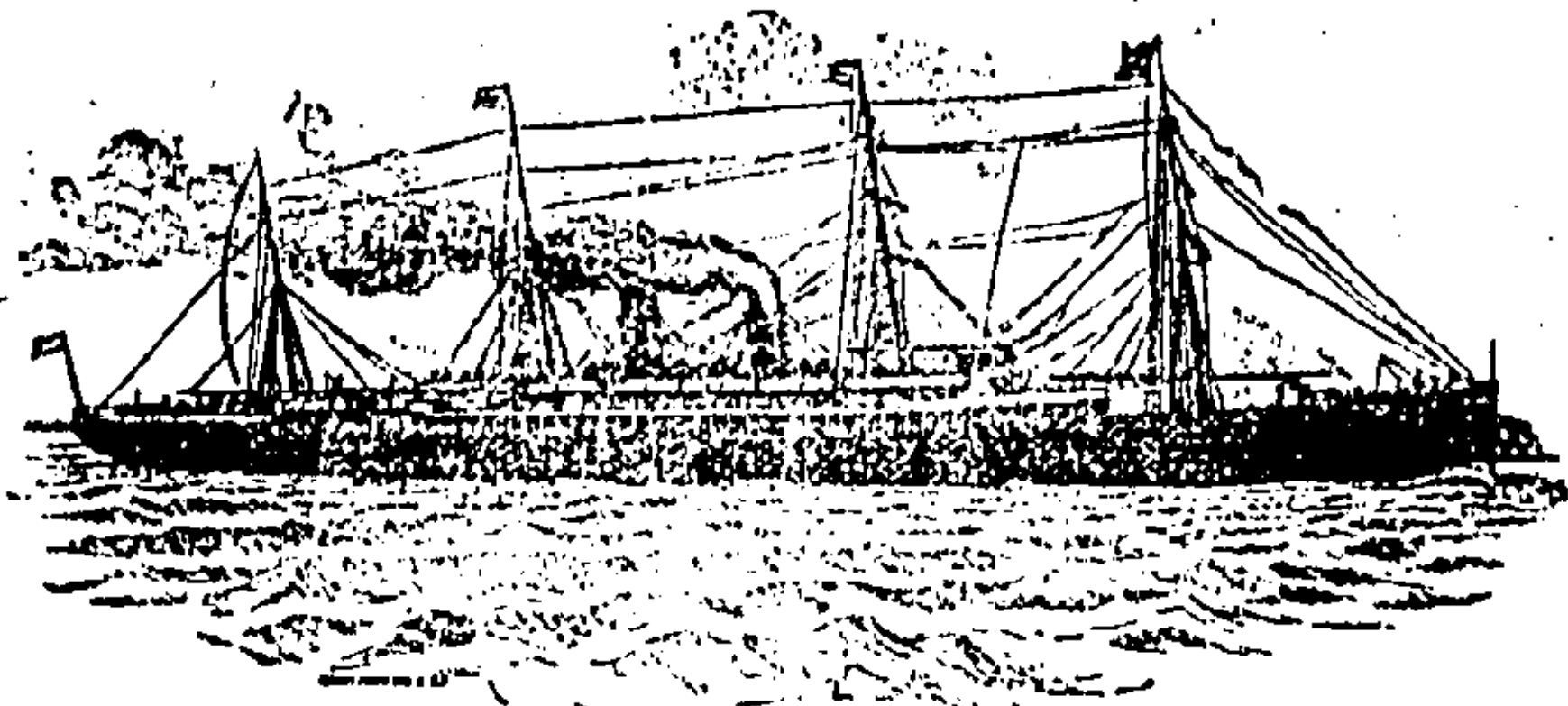


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC".....	4,205 Gross Tons.....	SUNDAY, 20th March, at Daylight.
"CHINA".....	5,660 ".....	TUESDAY, 5th April, at Noon.
"DORIO".....	4,784 ".....	THURSDAY, 14th April, at Noon.
"SIBERIA".....	11,284 ".....	SATURDAY, 30th April, at Noon.
"COPTIC".....	4,352 ".....	SATURDAY, 7th May, at Noon.
"KOREA".....	11,276 ".....	TUESDAY, 24th May, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SUNDAY, the 20th March, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate. Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

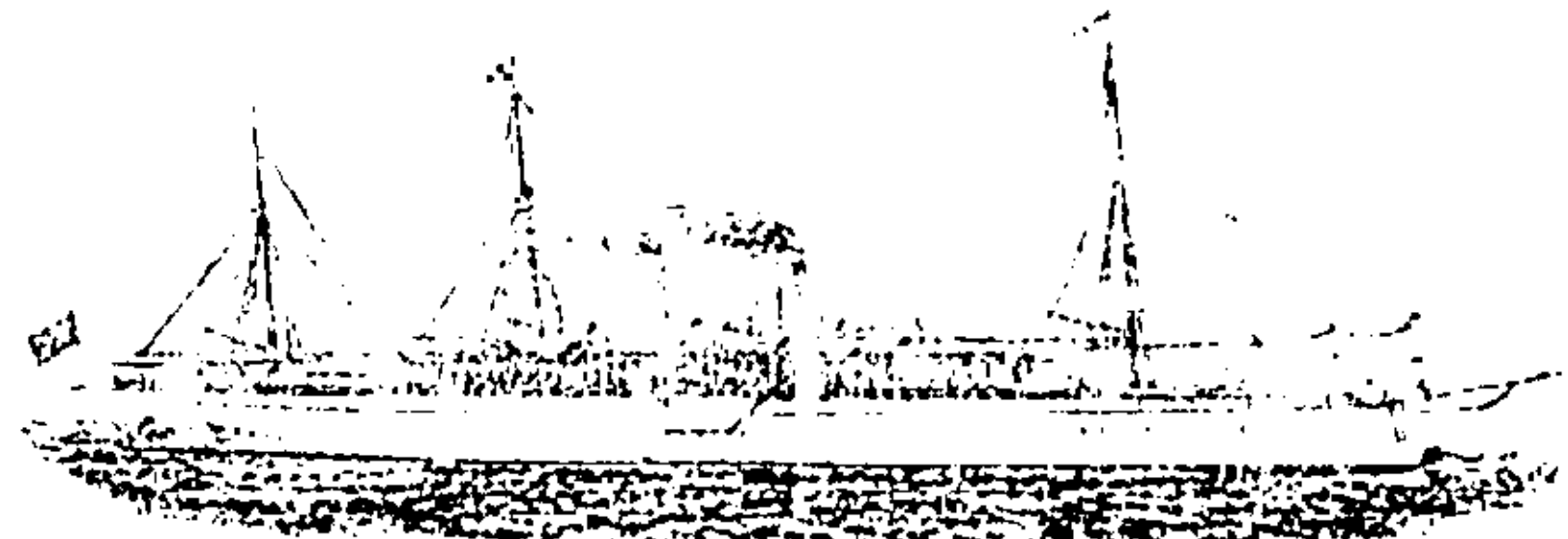
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage or Freight, apply to the Agents of the Companies, Queen's Building.

Hongkong, 16th March, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
R.M.S. "EMPRESS OF CHINA"..... 6,000 Tons..... WEDNESDAY, 23rd March.
"ATHENIAN"..... 3,882 "..... WEDNESDAY, 6th April.
"EMPRESS OF INDIA"..... 6,000 "..... WEDNESDAY, 20th April.
"TARTAR"..... 4,475 "..... WEDNESDAY, 4th May.
"EMPRESS OF JAPAN"..... 6,000 ".....
Hongkong to London, 1st Class..... via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on
Steamers, and 1st Class Rail..... £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 9th March, 1904.

D. E. BROWN, General Agent,
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA.....	HAVRE AND HAMBURG. (Calling at SINGAPORE AND PENANG)	21st March. Freight.
ABESSINIA.....	ST. NAZAIRE, HAVRE & HAMBURG. (Calling at SINGAPORE AND COLOMBO)	2nd April. Freight.
BRISGAVIA.....	HAMBURG. (Calling at SINGAPORE AND COLOMBO)	12th April. Freight.
SUEVIA.....	HAVRE AND HAMBURG. (Calling at SINGAPORE AND PENANG)	25th April. Freight.
ARTEMISIA.....	HAVRE AND HAMBURG. (Calling at SINGAPORE AND COLOMBO)	3rd May. Freight.
MARBURG.....	HAVRE AND HAMBURG. (Calling at SINGAPORE AND PENANG)	17th May. Freight.
STRASSBURG.....	HAVRE AND HAMBURG. (Calling at SINGAPORE AND COLOMBO)	31st May. Freight and Passengers.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 16th March, 1904.

GO TO THE
KOWLOON HOTEL,
KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN".....	2,361 tons.....	Captain H. D. Jones.
"POWAN".....	2,338 ".....	G. F. Morrison, R.N.R.
"LATSHAN".....	2,300 ".....	A. W. Dixon.
"HANKOW".....	3,473 ".....	C. V. Lloyd.
"KINSHAN".....	2,800 ".....	J. J. Lusius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNG SHAN".....	1,998 tons.....	Captain W. E. Clarke.
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Departures from Hongkong to Macao on week days at 2 P.M. and on Sundays at 12.30 P.M.
Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN".....	2,19 tons.....	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.
CANTON-WUCHOW LINE.

S.S. "SAINAM".....	588 tons.....	Captain B. Branch.
"NANNING".....	569 ".....	C. Butchart.
"TAK HING".....	618 ".....	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 25th January, 1904.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,
3, DUDDELL STREET,
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS.....	JAV and MACASSAR	Second half of March	JAPAN	Second half of March
TJILATJAP.....	JAPAN	First half of March	STOKE & JAVA PORTS	First half of March
TJIMAH.....	JAPAN	First half of April	STOKE & JAVA PORTS	First half of April

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201.

Hongkong, 29th February, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL

ATTENTION.

FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40) PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

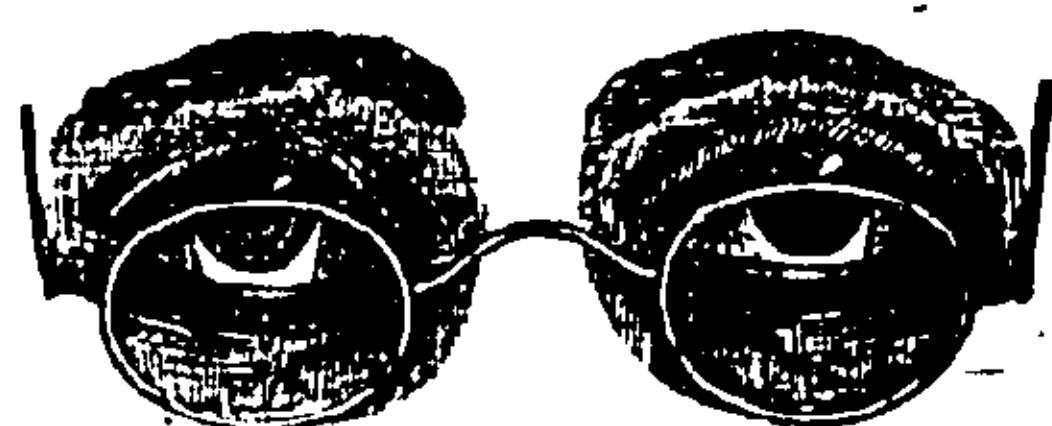
A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES. Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegram, "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 11th, 1903.

[G]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[32]

CHINA SUGAR REFINING COMPANY,
LIMITED.

NOTICE.

THE TWENTY-SIXTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS OF THE COMPANY will be held at the Offices of the General Agents on THURSDAY, the 24th March, at NOON, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1903.

THE TRANSFER BOOKS of the Company will be CLOSED from 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 7th March, 1904. [343]

LUZON SUGAR REFINING COMPANY,
LIMITED.

THE TWENTY-SECOND ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS OF the Company will be held at the Offices of the General Agents, Peddars Street, on THURSDAY, the 24th March, at 12.30 P.M., for the purpose of receiving the Report and Statement of Accounts to 31st December, 1903.

THE TRANSFER BOOKS of the Company will be CLOSED from 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 5th March, 1904. [339]

WANTED.

TWO CHINESE MASTERS for a School in Yunnan. A knowledge of ENGLISH and MANDARIN necessary. Application should be addressed to the Education Department, Hongkong.

Hongkong, 4th March, 1904. [339]

ENGLISH LESSONS.

A YOUNG LADY, with previous experience, desires a few pupils to TEACH ENGLISH, either privately or by appointment. Terms can be had on application to

"R."

C/o Hongkong Telegraph.

Hongkong, 12th March, 1904. [335]

WANTED.

ASSISTANT MASTER in recently opened School (for EUROPEAN CHILDREN) in JAPAN. Apply with full credentials to "Preceptor," care of this paper.

11th March, 1904. [362]

WANTED.

A SECRETARY for THE MERCANTILE MARINE OFFICERS ASSOCIATION. Salary \$150 per Month, Free House, Light, Coal and Medical Attendance. Applications to be Addressed PRESIDENT, MERCANTILE MARINE OFFICERS ASSOCIATION. Shanghai, 1st March, 1904. [313]

WANTED.

POSITION as NURSE or TRAVELLING COMPANION to Lady or Children. Return Passage required, if Travelling. Apply to—

No. 267,
C/o The H.K. Telegraph Office.

Hongkong, 18th February, 1904. [267]

WANTED.

GOOD CLERK Wanted, European or other. Apply to—
ROBINSON PIANO CO., LD.
Hongkong, 10th February, 1904. [247]

WANTED.

SITUATION by a YOUNG EUROPEAN with Bank Experience and a Good Knowledge of English, French and Spanish Languages. Apply to—

"K.Y.Z."
C/o This Paper.

Hongkong, 1st February, 1904. [290]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-FIRST ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company, will be held at the Company's Office, No. 14, Des Voeux Road, Victoria, on SATURDAY, the 19th March, 1904, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1903.

THE TRANSFER BOOKS of the Company will be CLOSED from Wednesday, the 16th March, to Saturday, the 19th March, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 5th March, 1904. [312]

THE CHINA BORNEO COMPANY, LIMITED.

THE FIRST ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Office of the Company, No. 4, Queen's Buildings, on SATURDAY, the 19th March, 1904, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts to the 31st December, 1903, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

THE TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th of March, both days inclusive.

J. WHEELEY,
General Manager.

Hongkong, 3rd March, 1904. [334]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel on SATURDAY, the 19th March, 1904, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1903, with the Report of the Directors, and to discuss any matter that may be completely brought before the meeting.

THE TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 19th March, both days inclusive.

By Order of the Board,

C. MOONEY,
Secretary.

Hongkong, 9th March, 1904. [353]

THE CHINESE INSURANCE COMPANY, LIMITED.

(IN LIQUIDATION).

NOTICE is hereby given that a GENERAL MEETING of the above-named Company will be held at the Office of the Hon. J. P. CHATER, C.M.G., Victoria Buildings, 4th Floor, at 3 o'clock in the afternoon on THURSDAY, the 26th day of March, when the Liquidator will lay before the Shareholders a Final Report together with the Statement of Accounts to 31st December, 1903, and the following Resolution will be proposed, viz:—
To those Shareholders who make a written application to the Liquidator, Mr. J. Goosmann, on or before the 2nd day of April, 1904, \$1 (Dollar One), or a fraction of same, will be returned per Share, and any Balance remaining after payment of Auditor's Fee, Printing and Petty Expenses is to be transferred to the credit of the Liquidator.

The Books of the Company are to remain in safe custody with Messrs. Melchers & Co. and to be destroyed after two years from date.

J. GOOSMANN,
Liquidator.

Hongkong, 10th March, 1904. [158]

CAMPBELL, MOORE AND COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, No. 29, Queen's Road Central, on THURSDAY, the 31st March, 1904, at NOON, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1903.

THE TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 31st March, both days inclusive.

By Order of the Board,
M. A. SOUZA,
Secretary.

Hongkong, 14th March, 1904. [179]

TORPEDO WARFARE.

HOW IT IS CONDUCTED.

NOTABLE INSTANCES OF SUCCESS.

The first act of war between Russia and Japan (says the *Brisbane Daily Mail*) appears to have been the discharge of a torpedo. So it was when the conflict between Japan and China commenced. Then the British steamer *Kowling* was conveying Chinese troops to Korea when the Japanese cruiser stopped her by knocking a hole in her bottom with a torpedo.

The torpedo is not altogether a new weapon of destruction. It was used in the American civil war, but was then attached to a spar, and differed very considerably from the complicated and tremendously powerful weapon of the present day. The idea of the fish torpedo was put by an Austrian officer before Mr. Whitehead, an English civil engineer living in Austria, and in due course he evolved the weapon which now bears his name.

FORM OF THE WEAPON.

The Whitehead torpedoes are cigar-shaped steel cylinders, and are built usually of two diameters, one of 18 in. diameter, with a speed of 32 knots for 600 yards, and carrying a charge of 20 lb. of gun cotton; the other 4 in. diameter, with a speed of 30 knots for 600 yards and loaded with 80 lb. of gun-cotton. The explosive is carried in the nose of the cylinder, and a detonator on the point explodes it when the weapon comes in contact with a ship's bottom or side.

One of the most difficult problems of naval warfare is how to effectively protect vessels, whether in port or at sea, from attacks by torpedo boats—low, swift vessels, which on a dark night are difficult to discern until striking distance has been reached.

A NIGHT ATTACK.

During some recent manoeuvres by the British squadron in the Mediterranean a night attack was made on the fleet by a flotilla of torpedo boats, and the sensation of those on board the big battleships is described by a writer in a contemporary as follows:—

"We have no destroyers. The enemy has fourteen torpedo boats. His tactics are obvious. He will wait until dark, and then close in round the battleships, attacking before the moon rises at 11 p.m.

"And so it turns out. For an hour and a half we are on tenterhooks. A rising planet is taken for a flaming funnel. At last a torpedo boat is seen stealing along, looking like a magnificent cholera bacillus. Another and yet another are detected in other directions. The cruisers open fire, and suddenly a vivid light, shown by an attacking boat, marks the discharge of the torpedo. The *Andromeda* is struck, and this fine, costly, complicated but delicate cruiser is put out of action.

"The torpedo boats evade our cruiser and approach the battle fleet. *Royal Sovereign*, *Ramilles*, *Royal Oak*, and *Head* open fire. We are discovered. Nothing can save us unless the torpedo boats are sunk before they get within range. All depends on the man at the gun. He is worth his weight in pearl.

"From what I saw I must confess that the chance of sinking a torpedo boat on a dark night while out of torpedo range seems far less than is generally supposed. The safety of battleships depends either on successful evasion or on the use of a perfect screen of destroyers. Once the enemy's torpedo flotilla penetrates to the battleship division, the latter may as well be struck off the navy list.

"The wearing anxiety of continual look-out on the big ships must be seen to be appreciated. On the upper bridge the scene is remarkable. No noise or fuss, but a quick apprehension of pending events, followed by rapid orders to the captains of the guns. First from one point and then from another the wicked-looking black blur of a torpedo boat's outline was seen creeping up. Each battleship opens fire as she sees the enemy. *Andromeda* and *Thesus* are torpedoed. The moon begins to rise; but the keen commanders of the boats 'lie doggo' in the shadows, and watch for a cloud bridge to pass the shimmering path of moonlight. Twice we see a couple of them racing past us vomiting black smoke. Others steal across a cloud bridge, and pass the tell-tale track of moonlight that would hopelessly expose them. The *Head* and *Royal Oak* were sunk before midnight, but the action continued until the night was far spent."

INSTANCES IN HISTORY.

In the naval wars of the past the torpedo has certainly not played the prominent part which its advocates anticipated, but on several occasions it has been fired with deadly effect.

During the Chilian revolution of 1891 the *Almirante Lynch* and *Almirante Condell*, two vessels very much resembling the *Karrakatta* and *Boomerang* of the Australian auxiliary squadron, attacked the cruiser *Blanco Encalada* lying at anchor in the harbour of Caldera. Each of the vessels discharged two torpedoes and missed, and then *Almirante Lynch* fired another when only 50 yds. distant. A tremendous shock was felt on board the *Blanco Encalada*. A great many men were killed in the engine room by the machinery flying in all directions, others were thrown down and injured by the concussion. The ship heeled over on being struck, then rolled back, and the water pouring into the interior by back, and the water pouring into the interior by the large gap made in her double bottom, she sank in about five minutes. The torpedo used on that occasion only carried a charge of 80 lb. of gun-cotton, so that from the effect produced some idea may be formed of what 200 lb. can accomplish.

Two years later during the civil war in Brazil the ironclad *Aquidaban* was attacked by a torpedo flotilla near Rio Janeiro during a dark night. One torpedo struck the *Aquidaban*, ripping out her bottom for a length of 20 ft. and a width of 6 ft.

The next time that the torpedo came into use was in 1895 during the war between Japan and China. After the battle of Yalu the vessels of the Chinese fleet which escaped put into Wei-hai-wai. The Chinese cruiser *Lai Yuan* was torpedoed and sunk, and two other vessels were also damaged by torpedoes before Admiral Ting surrendered."

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, the 17th March, 1904, at 11 A.M., at their SALES ROOMS, No. 8, Des Voeux Road, (Corner of Ice House Street).

A QUANTITY OF MISCELLANEOUS ARTICLES, Comprising:— SILVER and GOLD JEWELLERY, FELT HATS, AMERICAN TRAVELLING TRUNKS and BAGS, MUSICAL INSTRUMENTS, &c., &c.; ALSO

4 No. 12 BORE FOWLING PIECES (English and American make). TERMS—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 16th March, 1904. [378]



GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 21st day of March, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN Foreshore and Sea Bed at North Point in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
North Point 400, 444, 527, 445, 201, 138, 2,078, 70,400					

Hongkong, 14th March, 1904. [37]

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE, MR. GEO. P. LAMBERT will sell by PUBLIC AUCTION, ON MONDAY, the 21st day of March, 1904, at 3 o'clock P.M. at his SALES ROOM, DUDDELL STREET, THE VERY VALUABLE LEASEHOLD PROPERTY, being Nos. 3 and 4, West End Terrace, Bonham Road, situate at Victoria, in the Colony of Hongkong.

THE FOLLOWING ARE THE PARTICULARS:— ALL that PIECE or PARCELS OF GROUND situate at Victoria, in the Colony of Hongkong, and Registered at the Land Office as Section B of Island Lot No. 639 containing in area 7,500 square feet and is held for the residue of the term of 99 years, commencing on the 28th day of June, 1861, created therein by a Crown lease of the said Island Lot No. 639, dated the 18th day of October, 1861, together with the messuages or tenements and other erections and buildings thereon known as Nos. 3 and 4, West End Terrace, and which said piece or parcel of ground is held subject to the payment of \$3.08 the annual Crown Rent and to the observance and performance of the covenants and conditions contained in the said Crown Lease.

Monthly rental of No. 3 West End Terrace \$50 including taxes. Monthly rental of No. 4 West End Terrace \$50 including taxes.

For further particulars and conditions of sale apply to MR. GEO. K. HALL BRUTON, Solicitor for the Vendor, or to MR. GE. P. LAMBERT, Auctioneer. Hongkong, 14th March, 1904. [372]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. Hongkong, 15th March, 1904. [373]

To be Let.

TO LET. A SMALL OFFICE, in Central of DES VOEUX ROAD.

Apply to— "B. C." C/o Hongkong Telegraph. Hongkong, 15th March, 1904. [379]

TO LET.

NOS. 5 and 9, AUSTIN AVENUE, KOWLOON, at moderate rentals, with immediate possession.

Apply to HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 15th March, 1904. [374]

TO LET.

NO. 6, BARROW TERRACE, KOWLOON. Available 1st March.

Apply to THE SAM WANG CO., LD. Hongkong, 5th February, 1904. [318]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd. Hongkong, 30th September, 1903.

Intimations.

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

SHAREHOLDERS are hereby notified that, on and after This Date, they can obtain SCRIP CERTIFICATES FOR SHARES OF THE NEW ISSUE IN EXCHANGE FOR HONGKONG AND SHANGHAI BANK RECEIPTS on Application at the REGISTERED OFFICES of the Company, Nos. 38 and 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 15th February, 1904. [257]

BY kind permission of Gentlemen present at the BATTLE OF CHEMULPO, Mr. A-FONG, the well-known local Photographer, HAS ON SALE the best collection of War Pictures in the Colony. No. 4, Ice House Road. Hongkong, 14th March, 1904. [371]

WINDSOR GARDEN AND RESTAURANT, WONG-NEI-CHONG ROAD, (HAPPY VALLEY), Past the Race-Course.

UNDER EUROPEAN MANAGEMENT.

MEALS AND REFRESHMENTS are served in style at reasonable prices, and the Attendance will be found satisfactory.

PARTIES' DINNERS, PICNICS, &c., can always be arranged for through the Manager.

The Scenery of and the View from the Garden would be hard to beat, and many customers have called it the loveliest spot in Hongkong.

CARRIAGES and TRAPS can be had on hire. Come once and you will come again. JACOBS & HUBER, Proprietors. Hongkong, 11th March, 1904. [336]

THE ROBINSON PIANO CO. LTD. HONGKONG, SHANGHAI, SINGAPORE.

CABIN PIANOS AND BABY ORGANS GUARANTEED FOR CLIMATE.

THE NEWEST RAG TIME MUSIC and BOOKS.

VICTOR TALKING MACHINES

OF THE HUMAN VOICE

SHIPS PIANO PLAYERS \$450

CASH OR CREDIT

Hongkong, 6th January, 1904. [39]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser. 40, QUEEN'S ROAD, Watson's Building. [50]

SAVARESSE'S SANDAL CAPSULES Not made of Galingale, most efficacious, because absolutely pure English Oil. Full directions. All Chemists. Inset on Savarasse's.

Intimations.

THE TRYPOGRAPH DUPLICATOR (ZUCCATO'S PATENT).

NEW MODEL with IMPROVED SLATE RED PRINTING SURFACE. 5,000 Copies direct from original in BLACK or any other Colours.

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WILL STAND ANY CLIMATE.

ORIGINAL, BEST, CHEAPEST, AND MOST RELIABLE COPYING APPARATUS.

For full particulars, Price Lists, Samples of Rubber Stamps, &c., &c. Apply to JACK E. ELLIS, 17A, Queen's Road Central, 1st Floor.

Sole Agent for E. M. RICHFORD in China. Hongkong, 27th February, 1904. [374]

KEEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory. In Bags of 250 lbs. net \$2.86 ex Factory.

NEWMAN, JONES & CO., General Managers. Hongkong, 15th August, 1903. [D]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

16, DES VOEUX ROAD CENTRAL, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 15th December, 1903. [E]

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS.

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to W. STUART HARRISON, A.M. INST. C.E., Manager. Hongkong, 2nd April, 1903. [61]

Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 16th instant, will be landed at Consignees' risk and expense into Godowns at last Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers. Hongkong, 14th March, 1904. [369]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SIMLA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex S.S. *Mongolia*, *Syria* and *Persia*. From Calcutta, ex S.S. *Candia*. From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 18th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 11th March, 1904. [4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MALACCA,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 16th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 10th March, 1904. [14]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"GAELIC,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godown No. 50, Kennedy Town, Praya, and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 18th instant will be subject to rent.

All Claims must be sent in to me on or before the 21st instant or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN, Agent. Hongkong, 11th March, 1904. [11]

For Sale.

FOR SALE.

INCANDESCENT Gasoline Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO., 56, Lyndhurst Terrace. Hongkong, 17th November, 1903. [12]

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 22nd March, 1904, at 1 P.M., the Company's Steamship "SYDNEY," Captain Blanc, with Mails, Passengers, Specie and Cargo will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, only on MONDAY, the 21st March, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 9th March, 1904. [19]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"

Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 26th March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 14th March, 1904. [14]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BQAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN

Intimations.

A. S. WATSON & CO., LIMITED.
WINE AND SPIRIT MERCHANTS.

OUR SHERRIES

ARE
GUARANTEED
PURE
XERES
WINES.

SPECIALY SELECTED FROM THE
FINEST VINTAGES.

PRICES.

PERIOR PALE DRY, Dinner	12.00
Wine, Green Seal Capsule	13.50
MANZANILLA, PALE NATURAL SHERRY, White Capsule	10.00
CC. SUPERIOR OLD PALE DRY, NATURAL SHERRY, Red Seal Capsule	18.00
D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule	27.00
E. EXTRA SUPERIOR OLD PALE DRY, Very Fine Quality (old bottled), Black Seal Capsule	

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

Hongkong, 5th March, 1904.

TELEPHONE NO. 4
CABLE ADDRESS: "ACHIEVE," HONGKONG
A. B. C. CODE, 4th EDITION

ESTABLISHED 1859.

A GHEE & CO.,
祥利廣
17, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE
ELECTRO-PLATED,
GLASS, and
CHINA WARES
FASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904.

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Ho-cho Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$12 per annum.

The rates per quarter and per month, proportionally.

The daily issue is delivered free when the address is accessible to messengers. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents. Weekly, twenty-five cents.

MARRIAGE.

KERR SMITH—March 16th, at St. John's Cathedral, Hongkong, by the Rev. F. T. Johnson, Serjeant WILLIAM JOHN KERR, Hongkong Police, to LILIAN MAUDIE, second daughter of Sir and Mrs. John Smith, of Eye, Suffolk. (Suffolk papers please copy.) [383]

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 16, 1904

LEPROSY AND ITS CAUSE.

It will have been seen from the report of the Legislative Council meeting on Monday afternoon that, standing in the name of the Hon. H. E. Pollock, was the following resolution: "That, in view of the letter which was recently addressed by Mr. Jonathan Hutchinson, F.R.S., to *The Times* newspaper on the subject of leprosy being caused by tainted fish, it is desirable that the Hongkong Government should cause some inquiry to be made into the question by its Medical Officers." Although the motion was not proceeded with, owing to the absence of the hon. member, it will, we think, be generally admitted that anything which may tend to rid our territories of this most loathsome disease, and protect us against the dangers we run, should have the earnest consideration of the authorities. If we remember rightly it was Mr. Hutchinson, consulting surgeon to the London Hospital, who, two years ago, made investigations on the spot into the causes of leprosy in South Africa, and the conclusion he arrived at was that the primary cause of the disease is the use, as food, of badly cured salt fish. In his recent letter to *The Times* he points out that, although the fish hypothesis has not as yet been openly endorsed by many of the leading members of his profession, there is no doubt that a widespread impression as to its validity has been produced. When the point is definitely settled, he urges the necessity of Governments, missionary organisations, and all civil authority, taking action to enforce the adequate supervision of salt fish factories and the regulation of the quantity and quality of salt used. In this connection much might be done in Hongkong, where cured fish is consumed in large quantities by the Chinese community. Such fish is doubtless prepared in the Colony and much is brought down from Macao and neighbouring places; but we are not aware that any supervision is exercised to bring about the avoidance of the mercuriated article of food. While believing that the use of badly cured salt fish has been by far the chief agent in the diffusion of the disease, Mr. Hutchinson thinks that he has obtained conclusive evidence that the malarial may, in very exceptional circumstances, be communicated from person to person. He does not believe that it is infectious or contagious in the proper sense of these words, but that it may be communicated by eating food contaminated by a leper's hands. This mode of transference can obviously occur only under the most careless conditions as to taking food, and hence the explanation that the disease never spreads in leper asylums or in well-civilized communities. This view of the spread of the dreaded disease presents us with a new and terrible danger in the matter of the handling of food stuffs. In Hongkong, and in China generally, the conditions in this respect leave much to be desired. There is practically no supervision exercised over the handling of the food stuffs consumed by the natives which would render contamination by leprosy people impossible, and the danger is rendered all the greater by the fact that contamination may be caused by a person with the seeds of leprosy in his system but in whom the disease has not so far developed as to be easily noticeable. The confirmation of the belief that a primary cause of the disease is the use as food of tainted fish is of considerable interest to the people of this Colony, an important part of whose diet consists of fish in different forms. It will be the hope of many that, at the adjourned meeting of the Council on Monday, the subject will have the attention it merits and Mr. Pollock's motion receive the support of official and unofficial members.

LOCAL AND GENERAL.

ACCORDING to report, the shipping and landing coolies of the *Kumigumi* in Kobe have decided to present ¥10,000 to the war fund, a sum which works out at ¥35 for each man.

THE Japanese vernacular papers report that a large eagle was captured by the crew of the torpedo boat *Shiratsuki* during the bombardment of Port Arthur on the 14th ult. The bird was brought to Kobe by a transport and was subsequently taken to Tokio. It was presented to the Emperor on the 6th inst.

THE annual general meeting of the Hongkong Odd Fellows Society will take place at the office of the Hon. H. E. Pollock, K.C.B., (18, Bank Buildings, 2nd floor), on Monday, the 21st inst., at 5.15 p.m., for the purpose of passing the Hon. Treasurer's accounts and of discussing any other matters which may be brought up for consideration.

THE arguments in the case in which Chan Chi Chun, contractor to Messrs. S. J. David & Co., and Pui Kon Shan, merchant, of 67 and 69 Queen's Road Central, are suing Chu Lee and Chu Ping, of 313 and 315 Des Vieux Road, executors of the will of Chu Chuen, were concluded about six o'clock last evening when Sir W. M. Goodman (Chief Justice) reserved his decision.

IT is claimed for the "Up-to-date Shorthand" which has been in progress the past seven years and is now being introduced into Hongkong that the chain of the system is the ease with which it may be read and transcribed into longhand. There is method in every stroke, and the lines and graceful curves are scientifically thought out. Two great requisites are necessary in a good shorthand, viz., speed and legibility, and these the "Up-to-date Shorthand" claims to have. It can be learned at a most reasonable cost, and very quickly.

THE performances of the handy man during coaling are little short of marvellous. That a battleship should be capable of averaging 226 tons an hour for five hours' consecutive work, and that in one hour it should ship no less than 238 tons will appear incredible to those who sit at home at ease. And yet, says *Good Words*, these records were recently made by a battleship at Portsmouth—238 tons in one hour means nearly 4 tons a minute; those who are acquainted with the rate achieved by the common or garden coalman on shore will be able to appreciate what these figures mean.

A SHORTAGE of warehouse accommodation is being experienced in Kobe, and it is expected that this lack of storage space will shortly be greatly accentuated upon the arrival of the large quantities of rice now on the way to Japan. As merchants have shown hesitation in taking delivery of goods since the opening of hostilities, the warehouses in Kobe are full and congested. Fresh arrivals are increasing the difficulties experienced by the warehousing companies. Great inconvenience has been felt in consequence of the suspension of goods traffic on the Government line, there being as much as three thousand tons of goods lying at Kobe station a few days ago, the quantity now, however, being somewhat reduced during the partial release of the trains from Government service.

ACCORDING to a report recently issued by the Otura Chamber of Commerce, the sinking of the merchantman *Nakamura Maru* by the Vladivostok Squadron and the subsequent apparition of Russian war-vessels in Hokkaido waters greatly affected economic circles at that port. Among other prominent signs of this was an abrupt advance in the quotation of rice and a frantic run on the local Banks, though the latter was a momentary phase and normal conditions have now been restored. Trade there has come almost to a standstill, and transactions with Sakata, Niigata, Fushiki, and other ports of the island has stopped, as navigation in the Sea of Japan has been suspended. If the present state of affairs should continue, the report concludes, a scarcity of food might be felt before long, seeing that rice and other grain for daily use are imported chiefly from the island.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

E. D. Sassoon & Co.	100
H. Skott & Co.	100
H. D. B.	50
W. J. Sanders	50
Abdoolilly Ebrahim & Co.	25
Aratoun V. Apar	25
Cawajee Paloojee & Co.	25
Douglas S.S. Co., Ltd.	25
Farrall & Co.	25
Tong Sien Ting	25
Gibb Livingston & Co.	25
Galman & Co.	25
Taro Hodsuni	25
Jebson & Co.	25
L. M. Ke & Rogge	25
Linstead & Davis	25
W. R. Loxley & Co.	25
A. R. Marty	25
H. M. H. Nemze	25
E. Pabany	25
Palmer & Turner	25
Hon. H. E. Pollock, K.C.B.	25
Sperly Flour Co.	25
A. S. Watson & Co., Ltd.	25
J. J. dos Remedios & Co.	20
Kruse & Co.	20
Tata & Co.	10
A. B. Rouse	10
J. W. Wheeley	10
J. W. C. Bonner	5
Bismarck & Co.	5

REAR-Admiral Evans, Commander-in-Chief of the American Pacific Squadron, arrived here yesterday, from Manila, on the U. S. battleship *Kentucky*.

THE NEW COMMANDER-IN-CHIEF.

Vice-Admiral Sir Gerard Noel, K.C.B., K.C.M.G., who has just taken up his command on the China Station in succession to Sir Cyprian Bridge, K.C.B., is said to be one of the fast-disappearing band of midshipmen who served in the White Sea during the Crimean war. He also saw some fighting during the Indian Mutiny. No officer is better fitted for the supreme control of British naval interests in the Far East, and no other officer has ever won from a Minister a more generous meed of praise than the late Marquess of Salisbury accorded to Sir Gerard Noel. In 1898 he risked his reputation in a bold move to Crete, and settled in a trice the tangle of diplomacy which had failed to unravel.

POLICE WEDDING

AT HONGKONG.

Yesterday morning, the Rev. F. T. Johnson officiated at the marriage of Serg. W. J. Kerr, of the Hongkong Police Force, and Miss Lilian Maude Smith, second daughter of Mr. and Mrs. John Smith, of Eye, Suffolk. The ceremony took place at St. John's Cathedral, where many of the bridegroom's brother officers and friends assembled at noon. Among those present were Inspector and Mrs. Collett, Mrs. Langley, Serg. Thornhill, R.E., and Mrs. Thornhill, Miss Woolcock, Sergs. Earner and J. Grant, Messrs. Caygill, Floyd, Cullford, Harding and Deveney. The bride, who was given away by Insp. Langley, wore a Japanese silk dress, trimmed with guipure and had a veil and orange blossoms. She also wore a gold bracelet the gift of the bridegroom and carried a lovely bouquet. Miss Rosie Langley, daughter of Insp. and Mrs. Langley, attended as bridesmaid and wore a gold bangle, the gift of the best man, Serg. Lavitt. After a reception at Thomas' Hotel, Serg. and Mrs. Kerr left for Macao, where the honeymoon will be spent. The newly-married couple received many presents from their numerous friends in the Colony.

THE HONGKONG FOOTBALL CHALLENGE SHIELD.

SAMI-FINAL.

H.M.S. *Albatross* H.M. *Crest* will be played on the Club ground to-morrow. Kick off at 4 p.m.

THE BLACK ART IN HONGKONG.

WITCH'S HUSBAND STABBED.

At the Magistrate's court this morning, before Mr. Percival Smith, a case was tried which gives a curious insight into the art of magic as practised by the Chinese. The prisoner, Kung Chi Wa, a middle-aged Celestial, was charged with stabbing a compatriot, Ning Kwee, and inflicting grievous bodily harm. On the 2nd inst., complainant was admitted to the Government Civil Hospital suffering from a dangerous stab in the abdomen, the left lobe of the liver being perforated. He was in a critical state when taken in, but was eventually discharged cured. Witness stated that the prisoner called at his house at 2 a.m. on the 2nd inst. On his opening the door, Kung Chi Wa stabbed him with the weapon produced. Complainant did nothing to provoke this attack, and in fact had never seen the prisoner before. Wang San, wife of the first witness, stated that she was a fortune-teller and practised magic. On the 22nd ult., prisoner's wife called and, at her request, her horoscope was drawn. She told witness that her husband was a very unlucky man and was always out of work. Prisoner came to her house on the 2nd inst. He then stated he was a policeman and that he wished to put to death, by magic, several people he would designate. Witness, on his departure, went and reported the affair to the police. Later, the prisoner returned and then declared that he was a looking and must search the house. When the door was opened he stepped in and stabbed her husband.

In over, in his defence, stated that on the 16th ult. he had requested complainant's wife to cure him, as he thought he was a leper. She had given him some magic ointment, of a red colour, to put on his face. She then performed some magic rites and he became mad, and rushed about the streets hitting himself. He felt better since he had been in gaol. Prisoner acknowledged that he was not a looking and that the knife produced belonged to him. He stabbed complainant because he had not been cured. His Worship said that prisoner had come very near committing murder, and was evidently a very dangerous person. He sent accused to prison for six months and recommended that he should be examined as to his mental condition by the surgeon of the gaol.

THE TOKYO TRIPLE MURDER.

The man guilty of the sensational murder in Tokyo on the 3rd inst., by which a prominent tradesman, his wife, and daughter were killed during their sleep, has surrendered to the police. The miscreant proves to be a former employe of the confectioner, who confesses that he committed the crime in revenge for not being reinstated in his old employment, from which he had been dismissed. The man is named Miyagawa, and is forty-three years of age.

THE CHINA ASSOCIATION.

HONGKONG BRANCH.

Following is the report of the committee of the Hongkong branch of the China Association to be presented to the annual meeting to-morrow afternoon:—

The last report was issued on the 30th September, 1902; and the present review is intended to cover the period from that date to the 31st January, 1904. The questions which have occupied the attention of the committee have not been of so momentous a character as those dealt with in some previous years, but some important subjects have been handled, with gratifying results in several cases, while as regards others it is hoped that the seed sown will ultimately bear fruit. The following are the chief questions that have come before the committee.

INTERNAL TAXATION OF FOREIGN IMPORTS.

During the period under review, several attempts have been made by the provincial authorities in the Two Kwang to impose new taxes on imports, and more especially on prepared opium. Thanks, however, to the energetic action of Consul-General Scott, whose representations were heartily seconded by your committee, these efforts failed, and the proposed taxes were withdrawn. For the present the energies of the mandarins in this direction have slackened; but a strict watch will be necessary to check the first attempt to impose new unauthorised taxes.

OPENING OF PORTS OF CALL ON THE WEST RIVER.

Eight ports of call have been opened on the West River—a valuable concession due in no small degree to the urgent representations of this Association. The trade in the West River is showing an encouraging development.

THE STUDY OF PRACTICAL CHINESE.

On the representation of the Association of the excellent work done by the department of practical Chinese in the University of London, the Colonial Government have been induced to make a grant-in-aid of £30 to this object, for which the thanks of the Association are due to H. E. Sir Henry Blake.

VIOLATION OF BRITISH SOVEREIGNTY IN HONGKONG.

In May last, consequent on the revelations made in the Supreme Court, during the trial of a Chinese named Lu Chiu, as accessory in the murder of a Chinese schoolmaster named Yeung Kue Wan, at his house in Gage Street, by shooting him with a revolver, the committee addressed a letter to the London office, asking them to lay the facts before the Foreign Office. The evidence adduced showed clearly that four men, tempted by the offer of a large monetary reward and official rank made by the Cantonese Government, arranged to assassinate Yeung Kue Wan, who belonged to the Chinese Reform party, and accomplished their purpose on the 10th January, 1901, but the prisoner was not arrested until two years later. In the result he was found guilty, sentenced, and executed. The committee, however, urged that reparation for the flagrant violation of the King's sovereignty committed should be strenuously demanded. The matter was laid before the Foreign Office by the London Branch, and a copy of the letter sent by this committee to the Colonial Government for transmission to the Secretary of State; but up to the present no answer has been received from the Foreign Office.

F. REIGN POST OFFICES IN CHINA.

An inquiry having been addressed to the association in London, from the Board of Trade, as to whether further ports of call were necessary in the P. & O. S. N. Co.'s itinerary for the purpose of facilitating the delivery of the mails in China, the question of the maintenance of post offices in Chinese treaty ports by foreign powers was raised, and some correspondence has passed thereon. Your committee expressed the opinion that, while they did not wish to recommend the methods adopted by some powers for thus extending their influence, they deemed it desirable that British officials should be careful not to surrender any sign or symbol of authority now possessed in the treaty ports. It is satisfactory to record that the British Government has taken note of this expression of opinion, and so far from reducing the number of British postal agencies, has recently added a fresh one at Chefoo.

THE OPENING OF KONGMOON.

The port of Kongmoon was to be formally opened to foreign trade on the 7th March, and Mr. H. H. Fox has been appointed British Consular Agent.

THE PROPOSED OPENING OF WAICHOW.

It having been reported last autumn that the Chinese had no intention of opening Waichow to foreign trade, as under the conditions of section 12 of Art. VIII. of the Mackay Treaty this could only be claimed when that article came into force, a letter was in December last addressed to the London branch urging them, for reasons set out at length, to ask the Foreign Office to press for this concession at the same time that Kongmoon was opened. A copy of this letter was forwarded to the Foreign Office, and another was transmitted by the Hongkong Government to the Colonial Office, accompanied with a strong recommendation in favour thereof, but up to date no reply has been received from Downing Street.

RAILWAY CONSTRUCTION IN KWANGTUNG.

At the same time the Association made a forcible representation on the subject of the delay in proceeding with the construction of the projected Canton-Kowloon Railway, and offered some suggestions as to the route to be traversed, also recommending the construction of a branch from Sheklung to Waichow. A copy of this letter was also despatched by the London Office to the British and Chinese Corporation, who hold the concession for laying the Kowloon-Canton line; and it has been considered by the directors, with what result we have yet to learn. Your committee do not intend to lose sight of this most important question, which if they are glad to know, receiving the strong and sympathetic support of the Colonial Government.

question, which if they are glad to know, receiving the strong and sympathetic support of the Colonial Government.

THE OCCUPATION OF NEWCHWANG BY THE RUSSIANS.

The continued occupation of the treaty port of Newchwang by the Russians, and their active interference with its trade by collecting the Customs and port dues, imposing quarantine regulations, and in other ways treating it as conquered territory, has greatly excited the Association during the past year, and several appeals to the Foreign Office to interfere on behalf of the British interests assailed have been made. So far, however, these appeals and all representations from Downing Street to St. Petersburg consequent thereon, have been unproductive of result. Now that hostilities have broken out between Russia and Japan the question appears likely to be settled in the meantime by the retirement of the Russian troops in occupation of the port, but it is to be hoped that in any future negotiations, Great Britain and other treaty powers will rigidly insist upon Newchwang being restored to its original position as a Chinese treaty port, and left in the undisturbed control of Peking.

OMISSIONS FROM THE U. S. TREATY WITH CHINA.

A letter having been addressed to the Foreign Office—in which this Branch concurred—pointing out certain omissions in the Commercial Treaty between the United States and China with regard to the allocation of the surtax to the Provincial Chinese Governments to compensate for the loss of lekin which is arranged for in the British treaty, and the absence of any agreement about the excise to be levied on machine-made yarn, cloth, or other products of foreign type in China, a reply has been received pointing out that the fact that the United States Government have not stipulated for all the conditions attached to those engagements by Great Britain, need not necessarily be taken as indicating that they attribute no importance to the points referred to by the Association.

MR. CHAMBERLAIN'S SCHEME FOR TARIFF REFORM.

In January of this year, in response to suggestions, the Committee considered the advisability of despatching a telegram expressing approval of and sympathy with the Right Hon. Joseph Chamberlain in his efforts to promote reform in the fiscal policy of the United Kingdom, and obtained the views of the members by circular. The proposal was endorsed by nearly all the members; only two voting against it. The following telegram was accordingly despatched on the 13th January:—
"Large majority members Hongkong Branch China Association warmly support your fiscal aims. Consider reciprocal treaties absolutely necessary, filling which recommend adoption retaliation."

A letter confirming the telegram was mailed on the 14th January, and copies of same were forwarded to the London Branch of the Association and to the Colonial Secretary, for the information of the Governor of Hongkong. A letter has been received from Mr. Chamberlain's private secretary acknowledging receipt of the telegram.

THE CHAIRMANSHIP.

On the departure, in February, 1904, of Mr. Playfair to England, Mr. H. E. Pollock, K.C., who had accepted a seat on the committee, was elected acting Chairman, but after holding office for about a month Mr. Pollock resigned, on the ground that the performance of the duties clashed with his professional interests. Mr. R. C. Wilcox thereupon took up the reins and acted as chairman until Mr. Playfair's return; and when soon afterwards that gentleman was obliged, through an affection of the eyes, to resign the post, Mr. Wilcox was unanimously elected chairman.

THE COMMITTEE.

There have been several changes in the personnel of the committee during the period under review. Mr. Poate, who has left the Colony, has been replaced by Mr. D. R. Law; the Hon. C. S. Sharp by Mr. A. G. Wood; Mr. Medhurst, who has gone home for a trip, has been succeeded by Mr. E. S. Whalley; and the Hon. R. Shewan by Mr. W. Saunders. The Committee now consists of Messrs. R. C. Wilcox (Chairman), D. R. Law, G. W. F. Playfair, W. J. Saunders, H. E. Tomkins, E. S. Whalley, A. G. Wood, and C. Pemberton (Hon. Secretary).

THE ACCOUNTS.

The hon. secretary's accounts show a credit balance in hand of \$1,713.21.

REPORTED LOSS OF AN OSAKA STEAMER.

News has been received in Osaka that the steamer *Shinshu-maru* (1,918 tons) struck a sunken rock a few days ago and foundered in the Kore in Sea. The crew were saved. The *Shinshu-maru*, which was owned by Mr. Kishimoto of Osaka, was built in England in 1873. She was insured with a Tokyo company for ¥65,000. The above figures probably represent the gross tonnage.—*Kobe Chronicle*.

SHIPPING AND MAILS.

MAILS DUE.

German (*Hamburg*) 18th inst.
French (*Salazie*) 22nd inst.
Indian (*Sulstang*) 23rd inst.
American (*China*) 25th inst.
Canadian (*Athenian*) 29th inst.

The C. C. Co.'s s.s. *Clavering* sailed from Asteria on 13th inst., and is due here on 12th prox.

The I. C. S. N. Co.'s s.s. *Sulstang* from Calcutta and the Straits left Singapore for this port on 13th inst., at 5 p.m.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI MUNICIPALITY.

MEETING OF RATEPAYERS.

(From Our Correspondent.)

SHANGHAI, 15th March, 5.45 p.m.

All the resolutions put forward at the annual meeting of ratepayers here were passed unanimously.

An attempt to convene a special meeting to treat the question of compulsory assessment failed, owing to the insufficiency of members present, and the consequent inability to form a quorum.

(Reuter's.)

The Japanese War Bonds.

LONDON, 14th March.

A Tokio official despatch states that the first issue of yen 100,000,000 war bonds was covered 4½ times.

Russia in the Mediterranean.

The *Dimitri Donskoi*, in patrolling the North Egyptian Coast, stopped the German steamer *Stuttgart* and the British steamer *Morthke*. The latter was bound from Batoum to India; the cruiser fired across her bows and inspected her papers.

The War.

The wreck of a destroyer sunk in Pigeon Bay on the 25th February is ascertained to be the *Faustichne* (Russian).

A Press steamer from Chefoo, on Saturday, approached within close view of the first two forts (Port Arthur), the upper one of which had apparently suffered terribly. A vast cloud of smoke was ascending from the New City in three columns, and no troops, flags, or other signs of life were visible.

LATER.

The reported sinking of a Japanese destroyer and damage to the cruiser *Takatsugu* on the 10th instant are officially denied. The damage to the destroyers will be repaired in a week and it is not necessary to dock them.

The rumours of the evacuation of Port Arthur have been proved to be baseless.

The attack on Port Arthur, on the 10th instant, finished with a bombardment of Port Arthur by the battleships, which fired 120 shells from their 12" guns, over the promontory, at an unseen target, the cruisers at sea directing the aim by signals. The Japanese had previously destroyed the signal station, mines, and depot on the island of Samshantato in Tientsin Bay.

(Japanese Exchanges.)

China's Neutrality.

RUMOURS AS TO JAPAN'S INTENTIONS.

Tientsin, 6th March.

The Chinese here profess to believe that Japan will shortly occupy Peking, just as she has occupied Seoul; but the more influential Chinese and Europeans attach no importance to the report. The Chinese Government, having been threatened with an attack from Russia, in case they refused to consent to the Russian demand about the neutral area, are adopting measures with a view to being prepared for a Russian attack.

The Chinese Government intend to despatch more troops to Shanhaikwan, which they regard as the probable route of a Russian army if an attempt should be made to march on Peking.

Ten thousand recruits from Shantung and Honan are to set out for Peking the day after to-morrow. A force of 5,000 will be sent from Peking to Tientsin and 7,000 to Chaoyang when these recruits arrive.

The Tatar General has sent in his resignation in consequence of the oppressive methods adopted by the Russians.

The Russo-Chinese Bank at Newchwang suspended business on the 5th. The bank's branch in Tientsin is also in a very awkward position.

Viceroy Yuan has issued an instruction strictly prohibiting the export of grains and cattle.—*Mainichi*.

Peking, 6th March.

The Russian Government demand that 40 or 50 kilometres of land on the right bank of the Liao-ho shall be excluded from the neutral area. Russia insists that this is necessary for the protection of the railway against mounted bandits.—*Nichi Nichi*.

The State of Port Arthur.

Tientsin, 6th March.

A despatch has been received by the Russo-Chinese Bank here from Port Arthur calling for an early remittance of 200,000 roubles. The bank has sent 100,000 roubles in paper money. The money was taken by officials disguised as coolies. It is believed here that the provisions are fast running short in Port Arthur.—*Jiji*.

The Situation in Korea.

Seoul, 7th March.

A despatch of the 6th from Joshin (a port about midway between Pussiet Bay and Gensan) reports the arrival of seventy Russian scouts at a place called Kijo. The Russians are in force on the Tomanko and are ready to move southward. The Joshin telegraph line was cut off last night.—*Mainichi*.

Seoul, 5th March.
The Russians are strongly fortifying Antung and points on the Yalu.—*Nichi Nichi*.

Disaffection in Russian Army.

TROOPS FORCIBLY ENTRAINED.

London, 4th March.

The Russian troops at Vseborg and Viborg fortresses declined to proceed to the Far East and had to be forcibly entrained.

The Situation in Korea.

Seoul, 5th March.

It is reported that Kichi Yeshu, Ye Garkukin, Ye Wasai, Sai Rokshu and others have instigated the Imperial Body Guards from Pingyang to kill Ye Kon-mei, Premier, Ye Shyun, Foreign Ministers and others by bombs to-night and to-morrow. The authorities are taking stringent measures to foil the conspiracy. The British courier *Talbot* left Chemulpo yesterday for Joshin to bring away the British subjects there.—*Mainichi*.

The Macedonian Question.

OBEDIENTY OF THE SULTAN.

London, 7th February.

The Sultan has refused to accept the scheme for the establishment of a European Corps of Gendarmes in Macedonia.

Viscount Hayashi and King Edward.

London, 7th March.

King Edward gave a ministerial and diplomatic dinner party on Saturday. Viscount Hayashi, the Japanese Minister, was among those present.

M.H. STEAMER DELAYED FIVE HOURS.

THE GUARDSHIP IN THE KII CHANNEL.

On the 6th inst. the N.D.L. mail steamer *Roon* was delayed five hours in the Kii Channel, its departure from Kobe being consequently some hours after schedule time. As it was expected rough weather had been experienced in the passage from Yokohama to Kobe, it was thought the *Roon* would be some time overdue in its arrival at this port, but it appears that although bad weather was encountered, this did not materially interfere with the progress of the steamer, which arrived in the Kii Channel almost when due. This was on Sunday morning at 11 o'clock. Here the *Roon* halted, and signalled the guardship, which is done by all vessels, according to the regulations, before they can be allowed to proceed. The signal was not answered, although an "urgent" message was flying from the mast-head, and the mail steamer was kept waiting for five hours before she was allowed to continue her voyage. The steamer was about six miles from the guardship to which she was signalling. Her signals are believed to have been perfectly distinct, but it is thought probable that the heavy seas running at the time may be responsible for the delay of the guardship in sending out to the *Roon*.

The local agents, Messrs. Ahrens & Co., are making inquiries, when possibly an explanation will be made as to the reason for this delay, which was the cause of great inconvenience to those on board and to agents and business men on shore. The detention of a mail steamer for five hours certainly seems to demand explanation.—*Kobe Chronicle*.

THE MILL INDUSTRY OF BOMBAY IN 1903.

At the commencement of the year the mill industry began to show signs of briskness. An impetus was given to it by the rising exchange, which, after touching the lowest point on record—Rs. 115 for Hongkong and Rs. 153 for Shanghai—went up by leaps and bounds until the maximum for the year of Rs. 140 and Rs. 192, respectively, was reached in September. The result was that shares improved considerably in value. This improvement continued until the Moorat settlement, when the mill-owners were able to enter into large and profitable yarn contracts. But unfortunately this state of affairs was not destined to last long. The recent advance in the price of cotton, due to manipulations of the American speculator, has led to a heavy decline in the price of our mill shares, and spinning ceased to be profitable. Some of the mills have been working without profits since the Diwalee holidays, and several have preferred the lesser evil of closing down for the time being by buying back their yarn even at some sacrifice. While concluding our remarks, we notice with great pleasure the opening of new markets in Eastern Europe by some of our more enterprising mill agents who are to be congratulated on this increasing volume of business at remunerative rates.

As the season was prosperous, most of the mills have done well on the whole year. With the Petit Mills, an interim dividend at the rate of Rs. 50 per share was paid for the first half year and Rs. 70 per share for the second half, substantial sums being carried to reserve and other funds. Shares were quoted during the year as high as Rs. 2,480, and are easily negotiable. The Central India Mill paid an interim dividend of Rs. 50 per share for the first half year and another dividend of Rs. 70 for the other half. The Swadeshi Mills paid Rs. 25 per share for the first half and Rs. 30 per share for the second half. It is one of the best managed mills in Bombay. Its shares stood as high as Rs. 925 for Rs. 500 paid. The Sassoon Spinning and Weaving Company, after making ample provision for depreciation, paid Rs. 50 per share. Some of the other mills have also paid fairly good dividends. The Currimbhoy and Kohinow mills have each paid Rs. 20 per share, the David mills Rs. 10, the Jamshed mills Rs. 5 and the Coorla Rs. 40. Several mills managed by Messrs. Greaves Cottou & Co. have been doing well of late, and it is to be hoped that they will be restored to their previous flourishing condition.—*Times of India*.

THE WAR.

THE WOMEN OF JAPAN.

PUBLIC ENTHUSIASM.

Much has already been written concerning the public-spirited attitude of Japan's women-folk in the present struggle, and the following, received from an occasional correspondent in the north of the Island Empire, goes to prove that the patriotic spirit in the fair sex is not confined to the women of the capital or the big seaport towns. Our correspondent writes:—The prefecture of Niigata, a northern province of the island of Honshu, has ever been renowned for the beauty and patriotism of its women and, in the present crisis, the ladies of the district have been acting up to the reputation of their forebears. The troops of this region were mobilised at Niigata City and then marched to Shibata, a distance of 25 miles, which is the nearest railway station. The transport of the baggage of the different corps was effected by the women of the region—ladies of the leading families taking part in the work—who would not allow the commissariat coolies to touch the stores and impedimenta destined for the use of their husbands, brothers and relations leaving for the front.

The daily rations of the men were prepared and supplied by the ladies of the city; the wives and daughters of the major, municipal councillors, leading gentry and rich merchants all joining wholeheartedly in supplying the wants of the troops, though, in such cases, it is usual for food to be furnished by public caterers, at the expense of the Government.

The authorities are besieged by offers from the women of the region, to serve as nurses in the field hospitals; and in a few days sufficient car covers (necessary to the troops in the glacial climate of Korea and Manchuria) were manufactured by the fair fingers of the gentle sex, to supply a pair to every man in the Shibata and Muramatsu brigades.

As the trains laden with troops left Shibata station, the principal *gishas* of the province assembled on the platform and sang stirring war-songs to the departing warriors.

THE PRESS CENSORSHIP.

"THE LAST STRAW."

The authorities may like to be reminded at the present time that there is a proverb in English lore, "It is the last straw that breaks the camel's back." When instructions were issued to the newspapers some weeks ago decreeing the exclusion of news relating to the movements of troops, &c., the newspapers agreed to abide by the wishes of the authorities, though even such instructions seemed a breach of the freedom of the Press. The foreign journals have none of them, so far as we are aware, shown any inclination to depart from the original instructions, but the last batch have called forth general protest. Although such absurd interference with the liberty of the Press is amusing in one way, it is serious in another, and is calculated to do a great deal of harm to Japan. Almost simultaneously with the article that appeared in this journal (*Kobe Chronicle*) on the matter of these restrictions there was a similar protest in the *Japan Herald*. Having referred to the fact that the foreign Press generally had raised its voice against the ridiculous restrictions, our Yokohama contemporary says that there is a general condemnation of the instructions as vexatious, and it would be well for the Japanese Government to consider very thoroughly whether such vexatious restrictions will not be productive of more harm than good. Already inquiries are being made as to whether the Press censorship is not being carried out more with the intention of keeping the Japanese ignorant of the state of affairs than with the object of concealing the Japanese movements from the enemy. The authorities probably do not realise how, by the issuing of these instructions, the reputation of Japan as a nation of liberty and freedom is being damaged.

A NEW RELIEF SOCIETY.

Count Inouye and Count Matsugata invited a large number of leading citizens of Tokio to the Mitsui Club yesterday (says the *Kobe Herald* of 7th inst) and laid before them a proposal to establish a Society to be called the Teikoku Gunjin Yengo Kai (Imperial Fund for the Assistance of Military Men). Count Inouye and Count Matsugata delivered speeches urging the assembly to support the formation of the Society, and thus remove away all worries about their families from the men fighting at the front for their country. Mr. Sonoda, President of the Yugo Ginko, replied on behalf of the assembly, and suggested that Count Inouye and Count Matsugata should act as Vice-Presidents. Contributions towards the funds of the Society were then received. Messrs. Masuda, Tonoka and Asano offered ¥10,000 each and all the other present made contributions.

FRANCE EXPLAINS JIBUTIL AFFAIR. A recent cable from Paris says that exchange of communications of a friendly character have occurred between France and Japan with respect to the stay of the Russian squadron at Jibutit, French Somaliland. France did not hesitate to make complete explanation of her reasons for not ordering the Russian ships to depart, and it is said in reliable quarters, this explanation was thoroughly satisfactory to the Japanese Government. The frankness with which the French government dealt with the question is gratifying to the Japanese diplomats, and it is asserted that there is no reason to believe any friction will arise between the two

countries regarding the incident. It is now explained that France's neutrality instructions, while specifying the limit of stay to be twenty-four hours, differs from the English neutrality laws in that this provision is hedged about by various conditions, which enable an extension of the time during which a belligerent may remain in a French port. France seeks, as she has told Japan and the other powers, to maintain an attitude of loyal neutrality and has no intention of departing from this policy. But, as far as to ordering the Russian ships to leave Jibutit, this has not been done, as to have done so would have aroused the French people, whose sympathies with Russia, at first lukewarm, would have become exceedingly keen and this Japan and certainly her ally do not desire. The officials also say France showed her fairness to the belligerent during the Spanish-American war when an American auxiliary cruiser tried to make repairs in the French West Indies. Spain then endeavored to have the cruiser compelled to leave forthwith, but the French authorities did not require a rigid enforcement of the regulations and the cruiser was permitted to remain until her repairs were completed. It is claimed this American precedent justifies the stay of the Russians at Jibutit.

THE SEOUL-FUSAN RAILWAY.

POSSIBILITY OF FINISHING BY OCTOBER.

It is well known that work on the construction of the Seoul-Fusan Railway is being pushed forward at highest pressure, the object being to finish the line as quickly as possible. The directors originally estimated that the railway would be completed by December next, but in the present situation a railway between Fusan and Seoul would be of incalculable value to Japan, and the company has just decided upon a course by which it is hoped to have the line ready for traffic by October. This is to avoid all difficulties of the route, such as tunnels, etc., and lay the line as much as much possible on the flat, which will probably mean reconstruction when there is more time for the work.

WAR ITEMS.

We take the following items from the *Kobe Chronicle* of the 9th inst:—

RELEASE OF THE "HERMES." The Norwegian steamer "Hermes," which left Moji on the 6th ultimo carrying coal for Port Arthur, was arrested just outside that port by the Japanese, being ordered to return to Nagasaki, and from that port being taken to Saseho to be adjudicated upon as a prize. Yesterday a decision was given and the release of the vessel ordered. The cargo of coal has also been released.

The *Asahi* calls attention to the fact that though it appears in the reports current of the reported attack on Vladivostok that Lyddite shells were used, the shell used in the Japanese Navy is named the "shimose." The Lyddite is peculiar to England.

It is now evident from the latest reports reaching headquarters at Tokyo that the Russian scouts who have been reported as south of the Yalu are in retreat, and is expected in the course of a few days that the scouts will have completely evacuated Korea and retired to the north of the river. We have all along pointed out the improbability of the Korean reports of large Russian forces south of the Yalu.

The foreign war correspondent who goes with the troops to the front, and will be quartered with the Army, is likely to be comfortably provided for, but those who venture into Korea independently may frequently meet with hardship. It is reported that several correspondents going in the direction of Pingyang are encountering serious difficulties, Koreans mistaking them for Russians. The same report states that the Japanese are welcomed wherever they go by the natives.

The wife of the well-known Osaka physician Dr. Yoshida is giving what are known in England as "first-aid" lectures to women. By this means the ladies of Osaka are being taught the art of bandaging and of giving relief to the sick and injured, so as to be ready to render assistance to soldiers if necessary. The lectures are receiving the support of the leading medical men of Osaka, and already there are thirty-five volunteers. The lectures are held at the Yoshida Hospital.

The Minister for the Navy has presented the funeral expenses to the family of the late Engineer Minehara, one of the seventy-seven men who composed the gallant Port Arthur blocking expedition. Minehara was killed by a shell. He was a native of a rural district in Osaka prefecture, and was only twenty-three years old.

The following telegrams are from Japanese sources:—

London, 4th March.—The *Times* ridicules the Russian Memorandum as puerile and comments highly on the appropriateness of Japan's reply to it. The London paper also says that Japan's alertness and courage have won her the admiration of the world and her actions are in accord with the established precedents of warfare.

The *Daily Chronicle* regards Russia's complaints as induced by fear, and says that the announcement is so weak that Japan need hardly reply to it.

Tientsin, 6th March.—Three hundred Russians state that the batteries have arrived at Shinmienton and taken possession of the telegraph office.

London, 7th March.—The Russians state that the batteries at Vladivostok did not reply to the attack of the Japanese fleet because they did not wish their positions to be revealed.

London, 7th March.—M. de Lanessan has again urged the French Government to resolutely abstain from any intervention in the present war.

Peking, 7th March.—The Russians are experiencing difficulty in Manchuria in getting coolies. Although they have offered higher wages no one shows any disposition to take service. Many of the coolies that have been working for them have run away, and desertions are a daily occurrence. This is causing great trouble to the Russians.

Provisions in Vladivostok are rapidly running short.

Peking, 9th March.—The German Minister to Peking has recently changed his attitude and is bestirring himself in the interests of China, in harmony with the British and American Ministers.

It is believed that the Powers will not insist on the neutrality of the Liao-si district in Manchuria.

The Japanese Minister to Peking now recognises China's helplessness to insist on the neutrality of the district and will not make any more protests.

THE SITUATION IN KOREA.

Seoul, March 7th.—Work on the Seoul-Wiju Railway has been commenced by the Japanese. As soon as the Russians arrived at Kijo on the 4th they proceeded to the telegraph office and inspected all the telegrams. They then inquired about the whereabouts of the Japanese forces, and moved on to Funei. The Korean Emperor has issued a note strongly denouncing the selfish conduct of the leading officials, who seem to be only eager to seek their personal safety.

Chemulpo, March 8th.—Bok Sai-jun, who was recently appointed Foreign Minister, arrived here from Chefoo by the British steamer *Ching-fah* to-day. Of the twenty-four wounded Russians under medical treatment here, two have succumbed. The others are now on the road to convalescence. They were sent to Matsuyama, Iyo province, Shikoku, by the *Hakuni Maru* yesterday.

Pingyang, 8th March.—The Yalu has been free from ice since the 28th ult., on which date there was a severe thunder storm in the district. The Russians at Wiju crossed the river and retired into Manchuria. There are still 200 Russians at Wiju.

COMMERCIAL.

HONGKONG SUGAR IN JAPAN.

The *Kobe Chronicle* of the 8th inst. says:—The money market is at present very quiet, and the banks, in anticipation of the requirements in connection with the Treasury Bonds, are exercising caution and declining loans on long terms. Some speculative purchases have been made, in view of the probable increased tax on sugar, but owing to recent Hongkong arrivals prices have not risen. On the contrary, quotations are showing a decline of from 40 to 50 sen. An upward tendency is expected, however, when the Bill for the increased tax is presented to the Diet.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/9 1/2
Do. demand	1/9 1/2
Do. 4 months' sight	1/10 3/16
France—Bank T.T.	2/3 1/2
America—Bank T.T.	1/8 1/2
Germany—Bank T.T.	1/8 1/2
India T.T.	1/10 3/16
Do. demand	1/10 3/16
Shanghai—Bank T.T.	7 1/2
Japan—Bank T.T.	99 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	109 1/2

Buying.

4 months' sight L/C.	1/10 5/16
6 months' sight L/C.	1/10 7/16
30 days' sight San Francisco & New York	45
4 months' sight do.	45 1/2
30 days' sight Sydney and Melbourne	1/10 9/16
4 months' sight France	2/3 3/4
6 months' sight "	2/3 3/4
4 months' sight Germany	1/9 1/2
Bar Silver	20 1/2
Bank of England rate	4 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—	
Malwa New	@ 990/940
" Old	@ 970/1,040
" Oldest	@ 1,080/1,120
Patna New	@ 1,265
Benares New	@ 1,24
Persian (Paper)	@ 850/920

To-day's

Advertisements.

HONGKONG FOOTBALL CLUB.

THE ANNUAL DINNER will be held in the HONGKONG HOTEL on SATURDAY, 26th March, at 7.45 for 8 P.M. Members who wish to be present are requested to send in their names to the undersigned at the CHARTERED BANK, not later than THURSDAY, 24th instant.

H. F. CHARD,

Hon. Secretary.

Hongkong, 16th March, 1904. [385]

THE PHARMACY.

FLETCHER & CO., 藥房
14, QUEEN'S ROAD CENTRAL, Hongkong.

DISPENSING CHEMISTS, DRUGGISTS' SUNDRIES, PATENT MEDICINES, AND DEALERS IN PERFUMERY, TOILET SOAPS, SPONGES AND MEDICAL REQUISITES.

THE DISPENSING DEPARTMENT Being under the personal supervision of a registered European Chemist, clients may rest assured that Physicians' Prescriptions, and Medicines of all kinds, will be carefully and accurately prepared.

A. STEVENSON,

Chemist, Registered by the Pharmaceutical Society, Hongkong, 16th March, 1904. [384]

To-day's Advertisements.

LADIES' RAIN COATS

JUST ARRIVED.

AT

MADAME FLINT & CO'S.

CONNAUGHT HOTEL,

ROOMS: 3, 4, & 5.

Hongkong, 16th March, 1904. [386]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW. THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above Ports, on SATURDAY, the 19th instant, at Noon.

For Freight or Passage, apply to

DOUGLAS, LARRAIK & Co.,

General Managers.

Hongkong, 16th March, 1904. [382]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"NAMSANG."

Captain Geo. Payne, will be despatched as above on WEDNESDAY, the 23rd instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 16th March, 1904. [381]

THE "UP-TO-DATE SHORTHAND" and Business Training College, Studio, WATKINS BUILDINGS, Queen's Road Central, near G. P. O.

SHORTHAND,

TYPEWRITING,

BOOKKEEPING, &c., &c.

LANGUAGES:

ENGLISH, CHINESE, JAPANESE, RUSSIAN, various INDIAN, FRENCH, GERMAN, PORTUGUESE, SPANISH, and others by arrangement.

DAY STUDIO, open from 8 A.M. to 1 P.M.

EVENING STUDIO, open from 8 P.M. to 10 P.M.

LECTURES FREE, at 4 to 8 P.M. NIGHTLY.

These Lectures will be given on "SHORT-HAND," showing the ease with which the "UP-TO-DATE" System may be learned, never to be forgotten and its reliability and charm to read and transcribe. All are invited, Ladies especially.

Private Tutors at Private Houses by arrangement. A Personal application is at all times better than a written one. Circulars free on application.

The "UP-TO-DATE" SHORTHAND may be learned by Postal Lessons, as easily as at the studio. THERE ARE NO BOOKS TO BUY.

WARWICK PEELE, Principal, (Late Special Reporter, British Houses Lords, Commons, and High Courts). Hongkong, 15th March, 1904. [298]

Intimation.



THE POPULAR

SCOTCH

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.....	"NINGCHOW"	On 20th March.
GLASGOW and LIVERPOOL.....	"ANTENOR"	On 24th March.
GLASGOW and LIVERPOOL.....	"OOPACK"	On 31st March.
GLASGOW and LIVERPOOL.....	"JASON"	On 5th April.
GLASGOW and LIVERPOOL.....	"ACHILLES"	On 10th April.

S.S. "NINGCHOW" left Singapore yesterday, and is due here on the 20th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
*GENOA, MARSEILLES & L'POOL	"GLAUCUS"	On 17th March.
LONDON & ANTWERP	"AJAX"	On 19th March.
LONDON & ANTWERP	"PAKLING"	On 29th March.
LONDON & ANTWERP	"MACHAON"	On 12th April.
*GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	On 20th April.
LONDON & ANTWERP	"TELEMACHUS"	On 26th April.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"NINGCHOW"	On 23rd March.

S.S. "TYDEUS" left Victoria, B.C., on 21st inst. for Japan and Hongkong.
S.S. "PING SUEY" will leave Victoria, B.C., for Japan and Hongkong on 24th March.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th March, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

FOR	STEAMERS	TO SAIL
SHANGHAI.....	"KWEIYANG"	18th March.
AMOI, MANILA, CEBU and ILOILO.....	"SUNGKIANG"	19th " at Noon.
ILOILO.....	"WUOHANG"	22nd " 4 p.m.
KOBE.....	"CHINGTU"	23rd "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	8th April.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th March, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. W. Almond	MANILA (DIRECT)	FRIDAY, 18th Mar., at 5 P.M.
ZAFIRO.....	2540	R. Rodger	"	SATURDAY, 26th Mar., at 10 A.M.
PERLA.....	1980	A. H. Nottley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 16th March, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA".....	5,197	W. E. Craven	Mar. 24, 1904.
"INDRAVELLI".....	4,899	R. P. Craven	April 24, "
"INDRAPURA".....	4,899	J. T. Horne	"

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M.; on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.
FARE:—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5.
On Excursion Sundays, 1st, 2nd, and 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodation for two or more passengers.
WEAR—At the Western end of Wing Lok
Street.The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.
MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain Ramsey, of 1,088 tons, Registered, is
the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.

2nd ".....1.50 " "

Meals.....1.00 each.

The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street,
Hongkong, 9th March, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [104]

MESSAGERIES CANTONNAISES.

I. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodious Steamer

"PAUL BEAU."

Captain Frangeul, leaves Hongkong for Canton
at 9 P.M. on SUNDAYS, TUESDAYS and
THURSDAYS, returning to Hongkong the
following Days, leaving Canton at 5 P.M., taking
Passengers and Cargo as usual and will shortly
be followed by the Steamer "CHARLES
HARDOUIN."These Two Magnificent and Up-to-Date
Steamers, are lighted with Electricity.
The Saloon is under European Supervision.
First Class European.....\$8.00
Second Class European.....3.00
First Class Chinese.....1.50
Second Class Chinese.....80
Deck.....30The Company's Wharf is at the end of Queen
Street, Praya West.For further Particulars, apply to
I. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central,
Hongkong, 6th February, 1904. [222]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain
"KWONG CHOW".....1,139.....J. P. MARTIN.
"KWONG TUNG".....1,238.....H. W. WALKER.Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey.....\$4
Meals.....(Each) 1The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904. [18]BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.FOR AMOI, SWATOW, STRAITS
AND RANGOON.

THE Company's Steamship

"PALAMCOTTA,"

Captain J. B. Pearson, will be despatched as
above, on SATURDAY, the 19th instant, at
Noon.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 15th March, 1904. [376]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"SALAZIE,"

Captain Nègre, will be despatched for the
above Ports, on or about TUESDAY, the 22nd
instant.For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 15th March, 1904. [9]

STEAMSHIP SERVICE TO NEW YORK
via SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

"KENNEBEC,"

Captain Geo. R. Wallace, will be despatched as
above on or about WEDNESDAY, the 23rd
instant.For Freight or further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.

Hongkong, 2nd March, 1904. [317]

CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.

司公限有船輪華中

FOR MOI, SALINA CRUZ, MEXICO,
AND PORTLAND (OREGON).

THE Steamship

"ATHOLL,"

Captain Watt, will be despatched for the
above Ports, on SATURDAY, the 26th instant,
at Noon.For Freight, apply at the Company's Offices,
No. 20, Des Vœux Road.J. S. VAN BUREN,
Superintendent.

Hongkong, 15th March, 1904. [380]

REGULAR STEAMSHIP SERVICE
TO NEW YORK.via PORTS AND SUEZ CANAL.
(With liberty to call at PHILIPPINE PORTS).PROPOSED SAILINGS FROM HONGKONG,
1904.

"AFRIDI".....Early in April.

For Freight and further information, apply
toDODWELL & Co., LIMITED,
Agents.

Hongkong, 3rd March, 1904.

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOI AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Gibson, will be despatched for the
above Ports, TO-MORROW, the 17th instant,
at 10 A.M.For Freight or Passage, apply to
DOUGLAS, LAURA & Co.,
General Managers.

Hongkong, 16th March, 1904. [375]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as
above on FRIDAY, the 18th instant, at 4 P.M.This Steamer has Superior Accommodation
for First Class Passengers, and is fitted through-
out with Electric Light, and carries a Doctor.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 14th March, 1904. [368]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO
AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG,"

of the HAMBURG-AMERIKA LINIE,
Capt. E. Burmeister, due here with the outward
German Mail about FRIDAY, at 5 P.M., will
leave for the above places about 12/24 hours
after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 14th March, 1904. [3]

Intimations.

THE HONGKONG
STUDIO,HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1]

MEH CHEUNG,
PHOTOGRAPHER,TOP FLOOR OF ICE HOUSE, 14
QUEEN'S ROAD CENTRAL.I am now in possession of this new and
improved process of photography, as hereafter,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS and VIEWS

[15]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.

Hongkong, 10th January, 1903. [54]

THE AMERICAN SYSTEM
OF

DENTISTRY.

DR. M. H. CHAUN,
27, DES VŒUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.

Hongkong, 2nd January, 1904. [58]

DENTISTRY.

Lately Practising with DR. LAURENCE,
DENTIST,
No. 20, Colmaught Road Central.

[57]

TSU FAN
DENTIST.PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.

[56]

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the
Continental Hospitals by RIGOLD, BOTTEN, FOLLET, YELPSON
and others, combines all the desiderata to be sought in a
medicine of the kind, and surpasses everything hitherto
employed.THERAPION No. 1 is a re-
sult of the latest scientific research, and is made of
which does irreparable harm by laying the foundation of
asthma and other serious diseases. In dysentery, piles,
inflammation of the lower bowels, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-known remedies have been powerless.THERAPION No. 2 is a puri-
fying blood-cleansing remedy, and is sold by the pri-
ncipal Chemists and Druggists throughout the world. It is
indicated in all cases of skin diseases, such as eczema, psoriasis,
and all diseases for which it has been too much a failure
to employ mercury, arsenic, iodine, or the destruction of
the system through the blood, and thoroughly
eliminates every poisonous matter from the body.THERAPION No. 3 is a nervo-
us tonic, and is indicated in all cases of nervous
exhaustion, impaired vitality, sleeplessness, and all the
distressing consequences of early error, excess, residence in
hot, unhealthy climates, etc. It possesses surprising power
in restoring strength and vigor to the debilitated.THERAPION
This is a valuable and reliable remedy, and is sold by the pri-
ncipal Chemists and Druggists throughout the world. It is
indicated in all cases of skin diseases, such as eczema, psoriasis,
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to employ mercury, arsenic, iodine, or the destruction of
the system through the blood, and thoroughly
eliminates every poisonous matter from the body.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS,—Telegraph, Hongkong

THE leading English Newspaper in China
Also widely circulated in Japan, Coch
China, Ceylon, India and the Far East
generally.A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.A special feature is made of full and accur-
ate reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.Special attention given to effectively display-
ing advertisements.The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENTS RATES.

(per inch.)

One week.....	\$ 2.50
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 " 	10 "
12 " 	35 "

Shipping.

ARRIVALS.
Kentucky, Am. battleship, 10,500, Berry, 15th Mar.—Manila 12th Mar.
Glaucus, Br. s.s., 3,500, Baker, 15th Mar.—Yokohama via Amoy 9th Feb, Gen.—B. & S.
Cymbeline, Br. s.s., 2,150, Smyth, 15th Mar.—Barry 27th Jan, Coal.—Admiralty.
Empress of China, Br. s.s., 3,046, Archibald, R.N.R., 16th Mar.—Vancouver, B.C., 23rd Feb, and Shanghai 14th Mar, Mails and Gen.—C. P. R. Co.
Indrasamha, Br. s.s., 3,366, Craven, R.N.R., 16th Mar.—Portland, Or. and Moji 11th Mar, Gen.—P. & A. S. S. Co.
Tiberius, Ger. s.s., 2,751, Unruh, 15th Mar.—Manila 13th Mar, Gen.—C. & Co.
Ichang, Br. s.s., 1,218, Jones, 16th Mar.—Chinkiang and Wuhu 11th Mar, Gen.—B. & S.
Nanshan, Am. collier, Pedro, 16th Mar.—Cavite 12th Mar.
Thales, Br. s.s., 892, Robson, 16th Mar.—Foonchow 13th Mar, Amoy 14th, and Swatow 15th, Gen.—D. L. & Co.
Triumph, Ger. s.s., 769, Hansen, 16th Mar.—Swatow 13th Mar, Gen.—O. S. K.
Holstein, Ger. s.s., 985, Hansen, 16th Mar.—Saigon 11th Mar, Rice and Flour.—J. & Co.

Clearances at the Harbour Office.

Ping On, for Kwong-chow-wan.
Chowat, for Swatow.
Kwong Tang, for Canton.
Hsingping, for Shanghai.
Whiaming, for Shanghai.
Ying King, for Macao.
Carl Diederichsen, for Pakhoi.
Ichang, for Canton.
Glaucus, for Singapore.
Hugin, for Kobe.
Vingehai, for Macao.
Victoria, for Moji.
Tiberius, for Shanghai.
Aratoun Apar, for Singapore.
Giang Bee, for Amoy.
Amberion, for Diamond Island.

Departures.

Mar. 15.
Luchs, Ger. gunboat, for Canton.
Mar. 16.
Room, for Europe.
Talbot, H.M.S. cruiser, for Mrs Bay.
Victoria, for Tacoma.
Pharanga, for Swatow.
Wakasa Maru, for Kobe.
Hue, for Quong-chow-wan.
Hong Bee, for Amoy.
Chowat, for Bangkok.
Aratoun Apar, for Calcutta.
Hsingping, for Tientsin.
China, for Saigon.
Hugin, for Kobe.

Passengers arrived.

Per Glaucus, from Amoy—1,600 Chinese.
Per Berne, from Yokohama for London—Messrs. A. R. Riddle, H. K. Hitchcock and D. Marshall. From Shanghai for Marseilles—Messrs. Agnesy and 3 children, and Mr. Wupperfeld. For London—Mrs. A. S. Bremner and 2 children, Mr. and Mrs. Munir and 5 children, Mrs. Dowler and 3 children, Mr. and Mrs. Veale and 2 children, Mrs. Taylor and 3 children, Mrs. Wright and 3 children, Mr. and Mrs. Bland, Misses Urr, Dora and Lulu Clarke, Barkus and infant.
Per Room, for Hongkong from Yokohama—Messrs. Frank Kidner, Ohnana, Mrs. Lam and child, Mrs. Pow, and Mrs. Wong. From Kobe—Mr. J. Wallace. From Nagasaki—Messrs. H. Kato and M. Sashi. From Shanghai—Messrs. F. C. Britts, A. Plaisant and servant, A. Schumacher, H. Syda, Misses M. Fritz and E. Grimberg. For Singapore—Messrs. B. M. Bergmann, C. F. Baylum, and Mrs. Beauchamp. For Penang—Mr. E. A. Pugh. For Genoa—Sub-Lieut. Lang, Messrs. G. Buzzelli, J. F. Hartmann, A. Korff, P. Lobest, G. Vasconi, Mr. and Mrs. M. S. Friedel, child and servant, and Mr. and Mrs. C. A. Wegelin. For Southampton—Mr. Cornack, Mr. and Mrs. E. J. Blount, child and servant, Rev. and Mrs. Pullam and children, Mr. and Mrs. D. Rickerby and children, Mr. and Mrs. Ward and child, Mrs. Walshe, children and servant, Mrs. C. Houghton and child, and Miss Prost. For Bremen from Shanghai—Mr. and Mrs. Wacker, child and servant. For Singapore from Yokohama—Mr. V. P. Mohamed and servant. From Nagasaki—Messrs. H. Inonye and H. Kasuki. For Penang from Yokohama—Mr. John A. Martin. From Nagasaki—Mrs. Archidarkia, Misses Shime Shiroyo and Lume Taira. For Port Said from Kobe—Dr. W. J. Stearns. For Naples from Yokohama—Mr. Spirito Andreis. For Genoa from Yokohama—Messrs. A. G. Lepper, Lohberg, R. Malsuoka, J. Oosake, A. Oyama, R. Yoshida, Mr. and Mrs. H. M. Landies and children, Mr. and Mrs. G. P. Pierson, and Miss H. Landies. From Kobe—Messrs. T. Sayami and R. Sata. For Southampton from Yokohama—Messrs. Daniel and servant, Charles Lund, Mrs. Murphine and child. From Kobe—Mr. F. T. Leak. From Nagasaki—Miss E. M. Hunt. For Bremen from Yokohama—Mrs. Schulz. From Kobe—Rev. J. C. and Mrs. Worley, and Miss H. Junker.
Per Thales, from Coast Ports—Mr. Taylor, and 17 Chinese.
Per Empress of China, from Vancouver—Mr. and Mrs. E. Hone, Mr. A. R. Dunlop, Dr. W. B. Parker, and Mr. A. J. Parker. From Yokohama—Mrs. H. B. Darnell, Prof. Leon Kai Chew, and Mr. R. D. Robinson. From Kobe—Mr. Young Lee. From Shanghai—Messrs. W. J. Gresson, E. J. Spethmann, T. C. Stafford, Wong Wai Chee, R. N. Truman, Emile Fischer, Lieut. Pope Washington, and 128 Chinese.

Shipping Report.

Str. Ichang from Yokohama—Strong breeze and rainy, wind N.N.E.
Str. Triumph from Swatow—Strong wind from N.E., dirty weather and rain.
Str. Glaucus from Chinkiang—Strong monsoon and overcast, with heavy rains at intervals.
Str. Indrasamha from Portland, Oregon—Moderate to strong N.N.E. winds, and moderate sea.
Str. Thales from Foonchow—There to Swatow fresh wind and rough sea, squally weather thence to port moderate wind and sea, overcast, rainy weather.

Steamers Expected.

Vessels	From	Agents	Due
Borneo	Sandakan	M. & Co.	Mar. 17
Wuchang	Hailo	B. & S.	Mar. 17
Hamburg	Singapore	M. & Co.	Mar. 18
Palawan	Singapore	J. & O. Co.	Mar. 18
Atoll	Moji	C. C. Co.	Mar. 19
Ningchow	Singapore	B. & S.	Mar. 20
Salazie	Singapore	M. & Co.	Mar. 22
Suisang	Singapore	J. M. & Co.	Mar. 22
China	San Francisco	P. M. Co.	Mar. 25
Athenian	Vancouver	C. P. R. Co.	Mar. 29

Vessels in Port.

Steamers	From	Agents	Due
Afridi, Br. s.s., 2,351, Golding, 12th Mar.—Moji 7th Mar, Coal.—S. F. & Co.			
Algoa Bay, Br. s.s., 1,111, Title, 4th Mar.—Hongay 15th Feb, Coal.—B. & S.			
Amberion, Br. s.s., 3,356, Williams, 9th Mar.—Barry Dock 5th Jan, Coals.—Admiralty.			
Asama, Br. s.s., 2,407, Carr, 13th Mar.—Barry 28th Jan, Coal.—H.M.S. Government.			
Australian, Br. s.s., 3,000, McArthur, 11th Mar.—Sydney 18th Feb, Gen.—G. L. & Co.			
Batavia, Ger. s.s., 7,100, Dempwolf, 12th Mar.—Moji 7th Mar, Coal.—I. A. L.			
Borneo, Br. s.s., 4,572, Gordon, R.N.R., 15th Mar.—Yokohama 29th Feb, Gen.—P. & O. S. N. Co.			
Carl Diederichsen, Ger. s.s., 774, Schlaich, 13th Mar.—Pakhoi and Hoihow 12th Mar, Gen.—J. & Co.			
Chennan, Br. s.s., 1,349, Northcombe, 12th Mar.—Manila 9th Mar, Gen.—B. & S.			
Chingtu, Br. s.s., 1,459, Howie, 6th Mar.—Australian Ports 10th Feb, Gen.—B. & S.			
Daphne, Ger. s.s., 1,290, Schipper, 14th Mar.—Samarang 5th Mar, Sugar.—E. A. T. Co.			
Eva, Norw. s.s., 1,926, Meyer, 9th Mar.—Barry Dock 20th Jan, Coal.—Order.			
Gaelic, Br. s.s., 2,691, Finch, R.N.R., 10th Mar.—San Francisco 10th Feb, Honolulu 18th, Yokohama 2nd Mar, Kobe 4th, Nagasaki 6th, and Shanghai 8th, Mails and Gen.—O. & O. S. S. Co.			
Giang Bee, Br. s.s., 8,190, Dunloss, 12th Mar.—Java 3rd Mar, Sugar.—Hin Sing Chang.			
Hailoong, Br. s.s., 783, Gibson, 15th Mar.—Swatow 14th Mar, Gen.—D. L. & Co.			
Hanoi, Fr. s.s., 739, Merlees, 10th Mar.—Haiphong and Hoihow 9th Mar, Gen.—A. R. M.			
Hip Sang, Br. s.s., 1,040, Stalker, 12th Mar.—Hongay 9th Mar, Coal.—J. M. & Co.			
Kumsang, Br. s.s., 2,077, Buller, 14th Mar.—Calcutta 28th Feb, Penang and Singapore 8th Mar, Gen.—J. M. & Co.			
Mercedes, Br. s.s., 3,000, McGregor, 9th Mar.—Wellington (N.Z.) 10th Feb, Coal.—Naval Stores.			
Mongkut, Ger. s.s., 889, Wolff, 14th Mar.—Bangkok 7th Mar, Rice.—B. & S.			
Onsang, Br. s.s., 1,787, Davies, 7th Mar.—Sourabaya and Samarang 27th Feb, Sugar.—J. M. & Co.			
Phra Chom Klao, Ger. s.s., 1,012, Reimers, 6th Mar.—Bangkok 29th Feb, Rice.—B. & S.			
Phra Chula Chom Klao, Ger. s.s., 1,012, Bohm, 15th Mar.—Bangkok 8th Mar, Rice.—B. & S.			
Proteus, Norw. s.s., 1,628, Moller, 4th Mar.—Manila 29th Feb, Ballast.—E. A. T. Co.			
Rubi, Br. s.s., 1,611, Almond, 14th Mar.—Manila 12th Mar, Gen.—S. T. & Co.			
Sophie Rickmers, Ger. s.s., 2,262, Pape, 10th Mar.—Kuchinotzu 2nd Mar, Coal.—M. B. K.			
Stolberg, Ger. s.s., 1,553, Deinst, 4th Mar.—Shanghai 1st Mar, Gen.—H. A. L.			
Strathnevis, Br. s.s., 2,103, Bulhanan, 14th Mar.—Cardiff 16th Jan, Coal.—Order.			
Sullberg, Ger. s.s., 787, Meyer, 12th Mar.—Campan 12th Mar, Gen.—H. A. L.			
Taming, Br. s.s., 1,352, Sioi, 3rd Mar.—Cardiff 16th Jan, Coal.—B. & S.			
Tetartios, Ger. s.s., 1,578, Desler, 14th Mar.—Kuchinotzu 8th Mar, Coal.—S. & Co.			
Titanic, Ger. transport, 1,245, Schaake, 12th Mar.—Tsingtau 8th Mar, Coal and Stores.—German Consul.			
Trieste, Aust. s.s., 3,203, Mecozzi, 14th Mar.—Singapore 8th Mar, Gen.—S. & W. Co.			
Tsinan, Br. s.s., 1,023, Mitchell, 29th Feb.—Saigon 25th Feb, Rice and Meal.—J. M. & Co.			
Warrior, Br. s.s., 2,391, Tindale, 12th Mar.—Barry Dock (Cardiff) 22nd Jan, Coal.—Admiralty.			
Whampoa, Br. s.s., 1,109, Lavers, 14th Mar.—Canton 12th Mar, Gen.—B. & S.			

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:
On the 16th at 11.42 a.m. The barometer has risen moderately in Japan and fallen at all other stations, particularly at those in the north of China.
Gradients are moderate on the China Coast and over the China Sea. Moderate N.E. winds will prevail over the whole of this area.
Forecast—Moderate N.E. winds; overcast, occasional light rain.

	March 15 at 10 a.m.	March 15 at 4 p.m.
Barometer	30.12	30.01
Temperature	61	60
Humidity	90	91
Rainfall	0.32	—

CHINA COAST METEOROLOGICAL REGISTER.

	March 16th, 1904, a.m.	Bar. Th. Hu. Wind W.
Vladivostok, 7 a.m.	—	—
Nemuro, 6 a.m.	30.20	W 6
Hakodate, 6 a.m.	30.29	W 4
Tokio, 6 a.m.	30.41	N 4
Kochi, 6 a.m.	—	E 2
Nagasaki, 6 a.m.	30.31	NE 2
Kagoshima, 6 a.m.	30.31	NE 2
Oshima, 6 a.m.	30.16	S 6
Naha, 6 a.m.	30.05	E 6
Ishigakijima, 6 a.m.	29.97	W 4
Taihouku, 5 a.m.	—	—
Taichu, 5 a.m.	—	—
Tainan, 5 a.m.	—	—
Koshu, 5 a.m.	—	—
Pescadore, 5 a.m.	—	—
Waihaiwei, 9 a.m.	30.34	SE 2
Gutzlaff, 9 a.m.	30.24	NE 5
Amoy, 9 a.m.	30.14	NE 1
Swatow, 9 a.m.	30.09	NE 1
Canton, 10 a.m.	30.09	NE 1
Hongkong, 10 a.m.	30.09	NE 1
Victoria Peak, 10 a.m.	30.04	NE 3
Gap Rock, 10 a.m.	30.04	NE 5
Macao, 10 a.m.	30.05	N 2
Haiphong, 10 a.m.	29.92	NW 1
Manila, 10 a.m.	29.87	N 4
Bacolod, 10 a.m.	29.87	NNE 2
Iloilo, 10 a.m.	29.87	N 2
Cebu, 10 a.m.	29.90	N 2
C. St. James, 10 a.m.	—	—

VISITORS AT THE HOTELS.

CHAIKING.	CHAIKING.
Austen, R.N. Staff Menocall, D. A.	Surgeon and Mrs. Helms, W.
Bent, Capt. and Mrs. Smith, Mr. and Mrs. Bent, Mrs. Grant	Crafton, R. H. Smith, Mr. E. Grant
Dann, G. H. Woodward, Mr. and Mrs. Duff, J. S.	Gaskell, Mr. and Mrs.

KOWLOON.

Clark, Lieut. T. F. Mitchell, Mr.	Daniel, W. Mowbray, Lieut. and
Faynonville, Bernard Mrs.	Iremonger, Lieut. Col. Schiffman, Dr. R.
and Mrs. Yokura, K.	

Post Office.

A Mail will close for:
Canton—Per Kinsan, 17th Mar., 7.30 A.M.
Singapore, Penang and Colombo—Per Borneo, 17th Mar., 8 A.M.
Pakhoi and Haiphong—Per Carl Diederichsen, 17th Mar., 8 A.M.
Swatow, Amoy and Tamsui—Per Hailoong, 17th Mar., 9 A.M.
Yokohama—Per Australian, 17th Mar., 11 A.M.
Singapore, Sourabaya and Samarang—Per Onsang, 17th Mar., 1 P.M.
Macao—Per Hinghsan, 17th Mar., 1.15 P.M.
Yokohama and Kobe—Per Trieste, 17th Mar., 3 P.M.
Sourabaya—Per Sophie Rickmers, 17th Mar., 3 P.M.
Kobe—Per Tetartios, 17th Mar., 3 P.M.
Canton—Per Hinkote, 17th Mar., 5 P.M.
Nantao—Per Taichu, 17th Mar., 5 P.M.
Macao—Per Hoi Fu, 17th Mar., 5 P.M.
Canton—Per Fatsan, 18th Mar., 7.30 A.M.
Swatow, Amoy and Foonchow—Per Triumph, 18th Mar., 9 A.M.
Manila—Per Loongsang, 18th Mar., 3 P.M.
Manila—Per Rubi, 18th Mar., 4 P.M.
Canton—Per Hanam, 18th Mar., 5 P.M.
Canton—Per Hunkow, 19th Mar., 7.30 A.M.
Amoy, Manila, Cebu and Iloilo—Per Sungkiang, 19th Mar., 11 A.M.
Amoy, Swatow, Straits and Rangoon—Per Palamcollo, 19th Mar., 11 A.M.
Swatow and Shanghai—Per Thales, 19th Mar., 11 A.M.
Shanghai—Per Lyemoo, 19th Mar., 2 P.M.
Swatow and Shanghai—Per Hipsang, 19th Mar., 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Gallic, 19th Mar., 5 P.M.
Canton—Per Pawan, 20th Mar., 9 A.M.
Kobe—Per Chingtu, 21st Mar., 3 P.M.
Europe, &c., India, via Tutucorin—Per Sydney, 22nd Mar., 11 A.M.
Iloilo—Per Wuchang, 22nd Mar., 3 P.M.
Singapore, Penang and Calcutta—Per Nansang, 23rd Mar., 2 P.M.
Manila—Per Zofra, 26th Mar., 9.30 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of China, 30th Mar., 11 A.M.

HONGKONG.
Abbott, Mr. and Mrs. Kennedy, E. J.
S. H. Albert, K.
Anderson, Mr.
Black, Mr. and Mrs.
Boggan, Mr. and Mrs. R.
Bonner, E. A.
Borthwick, Mrs. R. W.
Brown, Major Baker
Brown, W. S.
Buck, Hart
Buller, Capt.
Cardot, L. M.
Clark, W. G.
Conates, Col.
Cohn, S. T.
Colson, F. S.
Connell, J. J.
Cook, C. G.
Gotton, Miss
Coulson, C. H.
Cowan, Mrs. A. R.
Cowan, Miss K.
Croisade, Mr. & Mrs.
Davies, Mrs. J. T.
Deacon, F. B.
Dean, G.
Derbyshire, J. H.
Douglas, Capt. & Mrs. J.
Downing, J. C.
Downson, A.
Ellis, Mr. and Mrs. A.
Emerson, A.
Farquharson, W.
Fearny, A. E.
Fisher, H. G.
Glover, C.
Grant, A. W.
Griswold, Mrs. E.
Hall, Capt. T.
Hamblyn, J. H.
Hauersley, B. F.
Hammer, Thos. A.
Hance, F.
Haugwont, W. B.
Hayton, J. T.
Helfield, A. V.
Hemans, H. K.
Hileman, J. L.
Hooper, Mr. and Mrs.
Hughes, Mr. and Mrs.
Icely, Rev. F.
Jackman, H. T.
Jalle, D.
Joseph, Mr. and Mrs.
Katsch, E. A.
Kempfer, E.
Bell, J. Mrs.
Beli, J. F.
Boyce, W. B.
Christie, Mr. & Mrs. D.
Cronin, John
Davis, F. O.
Dufour, Mrs. B.
Dulot, Mme.
Eyre, Mr. and Mrs. H.
Fredricks, Mr.
Hayler, L.
Heckford, R. G.
Helme, E. B.
Hills, L. D.
Howard, E.
Kennedy, E. I.
Moir, Geo. A.
Newborn, R. H.
Olegario, G.
Pinson, A. V.
Quicner, Mr.
Rees, G. C.
Roberts, A. R.
Robertson, W. R.
Rutherford, N. H.
Swaby, Thomas C.
Taylor, J. M.
Thomson, J. D.
Trimingham, N. S. P.
Wakeman, G. H.
Williams, W. H.
Bardy, A. H.
Brasac, Mr. and Mrs. L.
Brown, R. A.
Carter, H. B.
Corbach, Capt. Von.
Hans Stubenrauch, Mr.
Hick, W. M.
Hughes, Mr. & Mrs. M.
Kent, R. A., Lt.-Col. F.
E.
Kent, Mrs. F. E.
Kinch, Mr. and Mrs. S.
Walter S.
Kofod, Capt. F.
McIntire, Mr. and Mrs.
McNaught, F. H.
Ayres, H.
Beattie, J. M.
Beattie, M. P.
Bensen, Major & Mrs.
Benson, Mr. & Mrs.
Bunny, Major and Mrs.
Bunny, Miss
Brawn, Col. L. F.
Chapman, Mr. & Mrs.
Chichester, Major and Mrs.
Mrs. A. A.
Doran, J. C.
Dymock, R. A. & Mrs.
Fennel, Col. & Mrs.
Footie, R.N., Capt. and Mrs.
Mrs.
French, Major G. A.
Grant, R.N., Eng. Lieut.
A. R.
Hamilton, Major
Hardy, R.N., Comman-
der and Mrs.
Hewitt, F. T. B.
Holborow, Mr.
Hubbe, F.
Jeffries, H. W.
Lee, Mr. & Mrs. J. B.
Lowe, D. R.
Lueas, Dr. H. F.
Lutgens, R.
Martin, R.
Aldrich, E. R.
Adams, F.
Berrain, C. F.
Edin, E. D.
Coyle, J.
Gren, Mr.
Edward, E.
Engelkin, F.
Giroud, Mr.
Harris, J. D.
Heray, H.
Hough, Dr.
Linn, K.
Marchand, Mrs. L.
Orihash, R.
Perfect, G. G.
Richerson, G. D.
Richey, L. H.
Ross, G. de Tofere
Ross, Miss V.
Schurir, Otto
Wal, U.
Whiley, Mr.
Young, L. C.

CONNAUGHT.

Bell, J. Mrs.
Beli, J. F.
Boyce, W. B.
Christie, Mr. & Mrs. D.
Cronin, John
Davis, F. O.
Dufour, Mrs. B.
Dulot, Mme.
Eyre, Mr. and Mrs. H.
Fredricks, Mr.
Hayler, L.
Heckford, R. G.
Helme, E. B.
Hills, L. D.
Howard, E.
Kennedy, E. I.
Moir, Geo. A.
Newborn, R. H.
Olegario, G.
Pinson, A. V.
Quicner, Mr.
Rees, G. C.
Roberts, A. R.
Robertson, W. R.
Rutherford, N. H.
Swaby, Thomas C.
Taylor, J. M.
Thomson, J. D.
Trimingham, N. S. P.
Wakeman, G. H.
Williams, W. H.

KING EDWARD.

Bardy, A. H.
Brasac, Mr. and Mrs. L.
Brown, R. A.
Carter, H. B.
Corbach, Capt. Von.
Hans Stubenrauch, Mr.
Hick, W. M.
Hughes, Mr. & Mrs. M.
Kent, R. A., Lt.-Col. F.
E.
Kent, Mrs. F. E.
Kinch, Mr. and Mrs. S.
Walter S.
Kofod, Capt. F.
McIntire, Mr. and Mrs.
McNaught, F. H.
Ayres, H.
Beattie, J. M.
Beattie, M. P.
Bensen, Major & Mrs.
Benson, Mr. & Mrs.
Bunny, Major and Mrs.
Bunny, Miss
Brawn, Col. L. F.
Chapman, Mr. & Mrs.
Chichester, Major and Mrs.
Mrs. A. A.
Doran, J. C.
Dymock, R. A. & Mrs.
Fennel, Col. & Mrs.
Footie, R.N., Capt. and Mrs.
Mrs.
French, Major G. A.
Grant, R.N., Eng. Lieut.
A. R.
Hamilton, Major
Hardy, R.N., Comman-
der and Mrs.
Hewitt, F. T. B.
Holborow, Mr.
Hubbe, F.
Jeffries, H. W.
Lee, Mr. & Mrs. J. B.
Lowe, D. R.
Lueas, Dr. H. F.
Lutgens, R.
Martin, R.
Aldrich, E. R.
Adams, F.
Berrain, C. F.
Edin, E. D.
Coyle, J.
Gren, Mr.
Edward, E.
Engelkin, F.
Giroud, Mr.
Harris, J. D.
Heray, H.
Hough, Dr.
Linn, K.
Marchand, Mrs. L.
Orihash, R.
Perfect, G. G.
Richerson, G. D.
Richey, L. H.
Ross, G. de Tofere
Ross, Miss V.
Schurir, Otto
Wal, U.
Whiley, Mr.
Young, L. C.

PEAK.

Ayres, H.
Beattie, J. M.
Beattie, M. P.
Bensen, Major & Mrs.
Benson, Mr. & Mrs.
Bunny, Major and Mrs.
Bunny, Miss
Brawn, Col. L. F.
Chapman, Mr. & Mrs.
Chichester, Major and Mrs.
Mrs. A. A.
Doran, J. C.
Dymock, R. A. & Mrs.
Fennel, Col. & Mrs.
Footie, R.N., Capt. and Mrs.
Mrs.
French, Major G. A.
Grant, R.N., Eng. Lieut.
A. R.
Hamilton, Major
Hardy, R.N., Comman-
der and Mrs.
Hewitt, F. T. B.
Holborow, Mr.
Hubbe, F.
Jeffries, H. W.
Lee, Mr. & Mrs. J. B.
Lowe, D. R.
Lueas, Dr. H. F.
Lutgens, R.
Martin, R.
Aldrich, E. R.
Adams, F.
Berrain, C. F.
Edin, E. D.
Coyle, J.
Gren, Mr.
Edward, E.
Engelkin, F.
Giroud, Mr.
Harris, J. D.
Heray, H.
Hough, Dr.
Linn, K.
Marchand, Mrs. L.
Orihash, R.
Perfect, G. G.
Richerson, G. D.
Richey, L. H.
Ross, G. de Tofere
Ross, Miss V.
Schurir, Otto
Wal, U.
Whiley, Mr.
Young, L. C.

THOMAS.

Aldrich, E. R.
Adams, F.
Berrain, C. F.
Edin, E. D.
Coyle, J.
Gren, Mr.
Edward, E.
Engelkin, F.
Giroud, Mr.
Harris, J. D.
Heray, H.
Hough, Dr.
Linn, K.
Marchand, Mrs. L.
Orihash, R.
Perfect, G. G.
Richerson, G. D.
Richey, L. H.
Ross, G. de Tofere
Ross, Miss V.
Schurir, Otto
Wal, U.
Whiley, Mr.
Young, L. C.

THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation, Ltd.	\$ 125	Div. of £1.10/- & bonus of 10/- @ 1/8 = \$22.90 for half-year ending 31.12.1903	\$605 b.
National Bank of China, Ltd.	\$ 8	3/6 = \$2 for 1903.	\$34 b.
Do. Founders.	\$ 1	None	\$10
MARINE INSURANCES.			
Union In. Society of C'lon, Ltd.	\$ 100	32 per cent = \$32 per share for 1902	\$480 s.
China Traders' In. Co., Ltd.	\$ 25	16 1/2 = \$1 for year ended 30.4.1903	\$55 b.
North China In. Co., Ltd.	\$ 5	Final of 1/1 making 2/3 for 1903	\$15.07 1/2 s.
Yangtze In. Association, Ltd.	\$ 60	20 1/2 = \$12 for 1901	\$130
Canton In. Office, Ltd.	\$ 50	30 1/2 = \$15 per share for 1902	\$175 s.
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.	\$ 50	\$22 1/2 per share for 1902	\$280 b.
China Fire In. Co., Ltd.	\$ 20	\$6 div. & \$1 bonus per share for 1902	\$84 s.
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$ 15	\$1 1/4 for half-year ending 31.12.1903	\$26 s.
Indo-China S. N. Co., Ltd.	\$ 10	5 % = 10/- per share for 1902	\$88
China & Manila S.S. Co., Ltd.	\$ 50	10 % = \$5 per share for 1900	\$20 s.
Douglas Steamship Co., Ltd.	\$ 50	Div. of \$3 for year ended 30.6.1903	\$32 s.
"Star" Ferry Co., Ltd.	\$ 5	\$1.20 = 12% for year ending 30.6.1903	\$30 b.
"Shell" Transport & Trading Co., Ltd.	\$ 5	60 cts. 30.4.03	\$18 1/2 s.
Taku Tug & Lighter Co., Ltd.	Tls. 50	Interim of 1/- for 1903	19/- b.
Shanghai Tug & Lighter Co., Ltd.	Tls. 50	Final of 2 % making 4% for 1903	Tls. 35 ex div.
Do. Preference.	Tls. 50	Interim of 4 % = Tls. 2.00	Tls. 50 b.
	Tls. 50	Interim of 3 1/2 % = Tls. 1.75	Tls. 48 b.
REFINERIES.			
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1903	\$111 s.
Purak Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$10 s.
Lezok Sugar Cultivation Co., Ltd.	Tls. 50	5 % = Tls. 2 1/2 for year ending 30.9.03	Tls. 50 s.
MINING.			
Punjom Mining Co., Ltd.	\$ 11	None	\$1 s.
Société Française des Charbonnages du Tonkin	Fr. 250	Interim of Frs. 30 for 1903	\$500
Raub Australian Gold Mining Co., Ltd.	£0.18.10.	No. 12 of 1/- per share 28.1.01	\$7
Chinese Engineering & Mining Co., Ltd.	£ 1	No. 2 of 1/- per share 26.10.03	Tls. 6 s.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$6 div. & \$1 bonus for 1-year 30.6.03	\$205
S. C. Farnham, Boyd & Co., Ltd.	Tls. 100	Interim of Tls. 5 for 1-year ending 31.10.1903	Tls. 144 s.
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	Final of \$2 1/2 making in all \$5 for 1903	\$92 1/2 b.
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$2 1/2 for 1902	\$37 1/2 s.
Shanghai & Hongkew Wharf & Godown Co., Ltd.	Tls. 100	Interim of Tls. 5 for 1903	Tls. 195 b.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.	\$ 10	8 % = 80 cents per share for 1903	\$9
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	Final of \$6 making \$12 for 1903	\$148 s.
K'loon Land & Building Co., Ltd.	\$ 30	\$2.60 per share for 1903	\$35 s.
West Point Building Co., Ltd.	\$ 50	Final of \$1.70 making \$3.20 for 1903	\$54 s.
Hongkong Hotel Co., Ltd.	\$ 50	\$6 for first 1-year 1903	\$140 s.
Astor House Hotel Co., Ltd. (Shanghai)	\$ 25	2 1/2 % for year ending 30.6.03	\$27 1/2 b.
Hotel des Colonies Co., Ltd. (Shanghai)	Tls. 25	6 % for year ending 31.3.03	Tls. 15 1/2 s.
Humphreys Estate & Finance Co., Ltd.	\$ 10	9 per cent. for 1903	\$10 1/2 s.
Shai Land Investment Co., Ltd.	Tls. 50	Final of 6 % & bonus of 4 % making 16 % for 1903	Tls. 109 s.
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$ 10	Final of 60 cents, making \$1 for 1902/1903	\$15 s.
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 50	8 % for period ended 31.10.1903	Tls. 31 s.
International Cotton Manufacturing Co., Ltd.	Tls. 75	Interim of 3 % on account of 1898	Tls. 25 b.
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Interim div. of 4 % on acct. of 1898	Tls. 32 1/2 s.
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	4 % for period ended 31.12.1897	Tls. 170 s.
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd.	\$ 500	25 % for year ending 30.6.1900	\$200
Philippine Co., Ltd.	\$ 10	First year	\$10 b.
Shanghai-Sumatra Tobacco Co., Ltd.	Tls. 20	Interim of Tls. 3 per share	Tls. 52 b.
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	\$ 10	12 % = \$1.20 per share for 1902	\$24 1/2 b.
China-Borneo Co., Ltd.	\$ 12	First year	\$8 1/2 b.
A. S. Watson & Co., Ltd.	\$ 10	Interim of 5 % for 1903	\$14 b.
Watkins, Ltd.	\$ 10	\$1 per share for 1902	\$7 1/2 s.
Hongkong Electric Co., Ltd.	\$ 10	90 cents for year ending 30.4.1903	\$12 1/2
Hongkong Electric Co., Ltd.	\$ 5	45 cents for year ending 30.4.1903	\$7
Hongkong & China Gas Co., Ltd.	£ 10	10 % div. and 1 % bonus for 1902	\$140 b.
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$10 for 1903	\$150 s.
Geo. Fenwick & Co., Ltd.	\$ 25	15 per cent = \$3.75 for 1903	\$47 b.
Hongkong Ice Co., Ltd.	\$ 25	Interim of \$12 making \$16 for 1903	\$224 s.
Hongkong High-Level Tramways Co., Ltd.	\$ 100	\$30 for year ending 31.11.1903	\$300
Dairy Farm Co., Ltd.	\$ 6	\$14 for year ending 31.7.1903	\$142 b.
Campbell, Moore & Co., Ltd.	\$ 10	Div. of \$2 1/2 for 1902	\$40 s.
Bell's Asbestos Eastern Agency, Ltd.	£0.12.6.		\$5 s.
United Asbestos Oriental Agency, Ltd.	\$ 4	90 cents for year ending 31.5.03	\$9 1/2 b.
Do. Founders.	\$ 10	\$59.70	\$210 b.
Hongkong Steam Water-boat Co., Ltd.	\$ 10	Final of 6 % making 12 % for year	\$15
China Light & Power Co., Ltd.	\$ 15	None	\$41 b.
William Powell, Ltd.	\$ 10	\$1 for year ended 30.6.1903	\$9 1/2
Maatschappij tot Mijn- en Bosch- en Landbouw exploitatie in Langkat, Limited	Guilders 100	Quarterly dividend of Tls. 10 paid 15.3.1904	Tls. 285 ex d.
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	\$ 50	First year	\$50
South China Morning Post, Ltd.	\$ 25	First year	\$25
Telegraphic Address—"Rialto." BENJAMIN, KELLY & POTTS, Share Brokers.			
Telephone No. 148, P. O. Box No. 111.			
NOTE — b = buyers, s = sellers, sa = sales.			

NOTICE.

THE WEATHER WILL BE EXCEEDINGLY COLD AFTER YOU PASS PORT SAID ON YOUR WAY HOME AND COLDER STILL SHOULD YOU GO VIA U. S. A. OR CANADA. YET YOU CANNOT AFFORD TO LOSE THE SPLENDOUR OF THE MEDITERRANEAN OR PACIFIC SEA BY NIGHT. THEREFORE A TRAVELLING RUG BECOMES A NECESSITY AND WM. POWELL, LTD., ARE PREPARED TO SUPPLY FINE SCOTCH RUGS FROM \$8.50 TO \$25.00. THESE WILL BE FOUND IN THEIR GENTLEMEN'S DEPARTMENT AT 28, QUEEN'S ROAD, WHERE THEY ALSO STOCK ALL OTHER TRAVELLING REQUISITES.

BY THE WAY, HAVE YOU HEARD THEY HAVE JUST RECEIVED 19 CASES OF NEW SPRING GOODS WHICH ARE NOW OPENED OUT, AND OTHER LARGER SHIPMENTS FOLLOW TO STOCK THEIR NEW PREMISES IN DES VŒUX ROAD WHICH WILL BE OPENED SHORTLY? ONE OF THE CHIEF FEATURES OF THE BUSINESS WILL BE THE GRAND WINDOW DISPLAY WHICH CANNOT FAIL TO ATTRACT THE ATTENTION OF EVERYONE IN THE COLONY.

N.B.—THE LADIES' DEPARTMENT IS AT PRESENT AT 34, QUEEN'S ROAD (UPSTAIRS).

March 14th.